THE Studebaker "SIX"

AT the lowest price ever placed on a Studebaker car, this new Studebaker Six offers the comfort and beauty of a big car of 114-inch wheelbase . . .

We invite you to try it.

HONG KONG HOTEL GARAGE

25, Queen's Road C. & at Stubbs Road.

The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 1/3 3/4.

No. 27,584 HONG KONG. THURSDAY, SEPTEMBER 4, 1930. PRICE $3.00 Per Month.

Dainty Eyeglasses

N. LAZARUS

Ophthalmic Optician

13, Queen's Road Central.

FIVE INFORMERS FOR ONE CATCH.

Revenue Detective in Trouble.

BIG HAUL OF OPIUM.

Seven Chinese were to-day charged before Mr. R. E. Lindsell with the unlawful possession, in the harbour, of a large quantity of prepared and raw non-Government opium.

Mr. Horace Lo appeared for the fourth accused, whilst the others were not legally represented.

Revenue Officer Grimmitt told the Magistrate that the first accused was a revenue detective and the others were sampan and public motor boat men.

Mr. Lo said that his client was the coxswain of a motor boat.

Replying to the Magistrate, Mr. Grimmitt said that he did not know the exact quantity of opium because he did not have the analyst's certificate. He understood that there were over 800 taels of prepared and a small quantity of raw opium.

Mr. Lindsell asked if the accused were arrested separately.

Mr. Grimmitt said that he did not know much of the case because the seizure was made by R O. Powell, but he gathered that all the men were arrested together.

His Worship decided to put the case over until the arrival R. O. Powell, but suggested that Mr. Lo need not remain as a date would have to be fixed for the hearing of the case. He proposed Monday afternoon next, provided the date was suitable to the prosecution.

Instruction to Solicitor.

Mr. Lo agreed to proceed with the case on Monday and asked for bail, stating that his instruction from the Motor Boat Co., was that the boat was hired by a Chinese Revenue Officer and therefore his client was an innocent party.

His Worship decided to leave the question of bail until after he had heard the facts of the case.

Later R. O. Powell appeared in Court and related the story of the seizure.

He said that at about 2 a.m., he kept watch on the Macao boat Sui Tai from a sampan in the junk anchorage. After a while he saw a sampan leave the stern of the Sui Tai and make for the anchorage. He (R. O. Powell) then ordered his boat to make for the other craft.

Almost immediately after a motor boat came alongside the other sampan and tied up to her and together they proceeded northwest towards Yaumati, past the entrance to the junk anchorage. He followed in his sampan. The leading craft had gone 150 to 200 yards beyond the entrance of the anchorage when the engine of the motor boat broke down and thus R. O. Powell's sampan was able to get up.

Find In Motor Boat.

He found all the seven accused in the motor boat and there was no one in the sampan. In the motor boat were two large packages of opium. The amount had since been certified to be 834 taels of prepared and 36 taels of Persian raw opium.

Magistrate: The accused is one of your men?—Yes and our allegation was that he was not taking the opium to the office.

Continuing, R. O. Powell said that as soon as he got alongside the motor boat the first accused told him that he was C.R.O. 62. He was asked if any European Officer knew that he was on the case and replied "No." Asked if there was any more opium on board beside the two packages, first accused assured R. O. Powell that there was no more. When a further search of the boat was made, however, another 119 taels were found.

Magistrate: The fourth accused is the coxswain of the motor boat and the boat was supposed to have been engaged by the R.O.?—Yes.

Then he is not a guilty party?—He has not told us what instructions he had from the R.O.

His Worship then decided, in view of the fact that he has a solicitor, not to ask the fourth accused to plead.

Bunch of Informers.

The others, when charged, gave replies as under:—

First accused (C.R.O. 62) [illegible] opium is not mine [illegible] chasing the sampan.

the opium when the European R.O. came up.

Second accused: I am No. 1's informer.

Third accused: I am also an informer.

Fifth accused: I am another informer.

Sixth accused: I, too, am an informer.

Magistrate: Four or five informers for one catch! Why tell such lies?

Asked what he had to say, seventh accused also claimed to be an informer.

Mr. Lindsell: Five informers and one constable! What a lot of good at lying like that!

Hearing of the [illegible] will be resumed [illegible] for [illegible]

SHOCK FOR PARTY POLITICIANS.

Surprising Result of Bromley By-Election.

EMPIRE TRADE PARTY.

London, Yesterday.

"Shock For Party Politicians—Surprising Vote for Redwood—Fall in Conservative Majority," are the headings of the Evening Standard (the Beaverbrook organ), which indicate the important effect the Bromley by-election result is likely to have on the general political situation.

The Evening Standard congratulates Lord Rothermere on the immense support he has received from the consistently Tory division where he had the courage and vision to put the Empire trade issue to the test.

Mr. Redwood, interviewed after the poll, said: "We have lighted a fire that shall never die out in this country.

The Evening News (the Rothermere organ) congratulates Mr. Redwood on his remarkable achievement in "one of the sternest tasks ever undertaken by a Parliamentary candidate."

The Star (Liberal) declares that the Empire Free Trade Party are so delighted at Mr Redwood's poll that they intend to fight all the official Conservative candidates at future by-elections.

Mr. Neville Chamberlain, Chairman of the Conservative Party, telegraphed to Mr. Campbell, congratulating "him on his courage, steadfastness, and well-earned triumph," adding: "Bromley Conservatives have demonstrated their sound good sense as well as their loyalty."—Reuter.

The Figures.

London, Yesterday.

The Bromley by-election resulted as follows:

Mr. E. T. Campbell (Conservative)	12,782.
Mr. W. C. Fordham (Liberal)	11,176.
Mr. V. C. Redwood (United Empire)	9,482.
Mr. A. E. Ashworth (Labour)	5,942.
Conservative majority ...	1,606.

This does not mean any change in the political representation.—Reuter.

Extraordinary interest was taken in the by-election, due to the death of the Conservative member, Colonel James. The Liberals were very confident of victory, owing to the Conservative split, as Mr. Redwood was loudly championed by the Rothermere Press, and Lord Rothermere himself as the founder of the United Empire Party, actively intervened on his behalf; while Lord Beaverbrook, leader of the Empire crusaders, whose Press was silent as regards the election, recently wrote declaring that the decision to run a United Empire Party candidate imposed no obligation to support him on Lord Beaverbrook, while Mr. Campbell was not pledged to vote for Empire Free Trade in the House of Commons irrespective of his leaders' decision. Mr. Campbell, the official Conservative candidate, said he believed in Empire Free Trade, but refused to be disloyal to Mr. Baldwin.

The figures at the last election were:

Lt.-Col. James (Con.)	25,449.
Mr. W. G. Fordham (Lib.)	18,372.
Mr. A. E. Ashworth (Lab.)	10,105.
Conservative majority	7,077.

VAST FORTUNE OF MR. V. L. BLACK.

U.S. Millionaire Leaves $100,000 to Secretary.

HIS FLIGHT TO HONG KONG.

Baltimore, Yesterday.

Mr. Van Lear Black, the newspaper magnate, whose tragic death was reported recently, left several millions. He bequeathed $100,000 to Miss Alice Bone, his secretary in Britain. She is the daughter of Mr. James Bone, the London Editor of the Manchester Guardian, who also benefits. The residuary is divided among his widow and children. By a curious coincidence, in view of the fact that he was drowned, his will directs that he shall be buried at sea.—Reuter's American Service.

[Mr. Van Lear Black, who flew to Hong Kong recently, fell overboard whilst cruising on his yacht, and was drowned.]

LIBERALS NOT TO JOIN LABOURITES.

Views on Free Trade and Low Tariff.

INDEPENDENT PARTY.

Rugby, Yesterday.

Recent rumours regarding the possibility of a fusion between the Labour and Liberal parties are answered in a manifesto of the executive committee of the National Liberal Federation, which will be discussed at meetings of the Council of the Federation at Torquay next month.

The manifesto, which had been prepared to afford guidance to candidates and others, deals lengthily with the tariff question and declares that there is no hope of economic recovery unless the system of open markets upon which the very existence of the Nation depends is maintained. Britain's true policy, it adds, is to take a lead in co-operation with other Free Trade or low tariff countries in the movement toward a general reduction of tariffs, which is as necessary for world peace and prosperity as a general reduction of armaments.

It advocates a vigorous policy of Empire development by means other than tariffs, and outlines the proposed measures for industrial re-organisation, the development of agriculture, and a revision of the system of unemployment relief.

Regarding co-operation with Labour, the manifesto has given the terms of the resolution put forward for discussion at Torquay, "That whilst approving the conditions under which the leader of the Liberal Parliamentary Party has met the Prime Minister for consultation upon National questions, the Council re-affirms the complete independence of the Liberal Party, and renews its insistence upon its maintenance as a separate political entity and Parliamentary force.—British Wireless Service.

AMBULANCE SMASH.

DAMAGED BY STRIKING A TREE.

One of the ambulances attached to the Central Fire Station has been removed to the P.W.D. workshop for repairs as a result of a mishap when it hit an overhanging branch of a tree in Upper Albert Road at 7 o'clock last night. The ambulance (No. 2) was conveying a patient from Shaukiwan to the Government Civil Hospital at the time.

The patient, who was unconscious when taken aboard the vehicle, was slightly injured as a result of the accident, and one of two friends with him was also injured by falling [illegible] He was treated at the hospital and allowed to go.

The driver and dresser attached to the ambulance also suffered minor injuries, which were later treated at the Fire Station.

The roof cover of the ambulance is reported to have been severely damaged.

20 ENGLISH MATCHES

EVERTON'S SECOND VICTORY.

CHELSEA CHECK

MANCHESTER CITY LOSE AT HOME.

A large number of matches in the English Football Leagues was played yesterday—five in the First Division, five in the Second Division, nine in the Southern Section of the Third Division, and one in the Northern Section.

Chelsea, in the First Division, lost their first match, going down to Newcastle United by the only goal scored. Leeds United also sustained their first defeat, Derby County winning by a margin of three goals. Still another Club to go down for the first time were Manchester City, whom Blackpool defeated at Manchester.

Sunderland drew for the second time in the new season when they visited Sheffield United.

Oldham Win Away.

Of the ten Second Division Clubs engaged Oldham Athletic were the only Club to bag full points on foreign soil, Reading being their victims by a margin of two goals.

Clubs to be defeated for the first time were Port Vale and Preston North End, their victors being Bradford City and Everton, respectively.

Plymouth Argyle lost their second match, Everton winning by the odd goal in three. In the fifth match Bury gained full points at the expense of Cardiff City.

Northampton on Top.

In the Southern Section of the Third Division, Northampton go to the top by virtue of their win by four goals against Brentford on the latter's ground. Southend also gained a couple of points as the outcome of their visit to Brighton.

Clubs to lose for the first time were Queen's Park Rangers, Crystal Palace and Walsall.

(Continued on page 9.)

STOP PRESS

Havana (Cuba), Yesterday.

It is reported that a hurricane, travelling at the rate of 100 miles an hour, has devastated Santo Domingo City. — Reuter's American Service.

Buenos Aires, Yesterday.

The situation seems easier. It now transpires that General Dellepiane, on resigning yesterday, declared that President Irigoyen was surrounded by men who, while enjoying his confidence, made the President appear unfavourable in the light of public opinion. It is also reported that a number of leading supporters of Irigoyen commissioned the President's private physician to advise him to resign, but Irigoyen refused. The octogenarian President to-day signed a decree for the opening of the ordinary session of Parliament on September 11 and cancelling the excessive precautionary measures by the Police and military.—Reuter's American Service.

CHARTERED BANK.

The following is the text of a telegram received by the local branch of the Chartered Bank of India, Australia and China to-day from their Head Office in London:—

"Directors have declared an interim dividend for the past half year at the rate of 14 per cent. per annum, free of Income-Tax."

COMMUNIST PLOT IN TURKEY.

Arrest of Notable Men in Capital.

THIRD INTERNATIONAL.

Constantinople, Yesterday.

Thirty persons, including students, professors, and workmen, have been arrested in connection with the discovery of a Communist plot. The arrested men are alleged to have stirred up an agitation among different classes of the community. The agitators' organisation is alleged to be connected with the Third International. It is believed that it is the most important Communist organisation hitherto discovered in Turkey. A number of suspects has also been arrested at Angora and at Zongouldak, the centre of the coal mining industry.—Reuter.

WORLD SCIENTISTS IN CONGRESS.

Interesting Meeting of British Association.

PSYCHOLOGY STRESSED.

London, Yesterday.

Three thousand scientists, including representatives of most of the Universities in the Dominions, the United States, and the Continent, gathered at Bristol to-day for the opening of the hundredth annual meeting of the British Association for the Advancement of Science. The President is Professor F. O. Bower, LL.D.

Besides questions that are purely scientific, the agenda includes many topics of popular interest, such as town planning and housing schemes. Not the least notable feature is that 30 women will address the gathering, appealing mainly to the younger generation.

The psychology section is likely to prove of great interest, with lectures on "variations in the emotional development of normal adolescence," and "the adolescence of the young wage earner."

Professor Bower's presidential address dealt with size and form in plants.—Reuter.

[Professor Bower was Emeritus Professor of Botany at Glasgow University until 1925, and has written many books and essays on botanical questions. He is 85, and was educated at Repton School and Trinity College, Cambridge.]

$135 STOLEN.

INCIDENT IN MONEY CHANGER'S SHOP.

JAIL FOR THIEF.

A coolie was to-day charged before Mr. R. E. Lindsell with the larceny of $135 from a returned Chinese emigrant from Singapore at a money changer's shop at 32, Des Voeux Road West. He pleaded that he picked the money from the ground.

According to Inspector McWalters, at about noon yesterday the complainant went to the money changers to convert some Singapore money into Hong Kong currency. He received a roll of notes which he placed on the counter to count. A sudden gust of wind suddenly blew a slip of paper, on which he had written the exchange rate, to the ground.

Leaving the bundle of notes on the counter, he stooped to retrieve the paper. As he did so the accused snatched the roll of notes from the counter and bolted. He was chased by the complainant and stopped by a constable as he was running past the Ko Shing Theatre. When searched the notes were found tucked inside his trousers, under the girdle.

The Magistrate passed sentence of three months' hard labour.

REBELS TO BEGIN A RETREAT?

Nanking Plans to Cut Them Off at Loyang.

KUOMINCHUN YIELDING.

Hankow, Tuesday.

Being appointed C.-in-C. of the Ping-Han line, General Liu Chih has instructed a portion of his 2nd Army Corps to proceed from Lung-Hai to Ping-Han, via Chouchiakow, and another contingent to Hankow by steamers. The advancing column of the first portion are reported to have arrived at Yencheng, where they are now able to join the 3rd Army Corps under General Ho Cheng-chun.

Minor fighting between the two opposing forces is reported to have broken out in the vicinity of Hsuchang yesterday. The Nationalists will adopt a big and final drive on the Kuominchun as soon as General Liu Chih arrives at the front.

Compelled to Yield.

Owing to the heavy pressure by the overwhelming number of Nationalists on all fronts of the Lung-Hai line, the Kuominchun are compelled to yield ground and fall back to the vicinity of Kaifeng. The Nationalists have made splendid progress without difficulty during the last few days. Nevertheless the order for a general drive is not yet issued.

Military observers predict that the Kuominchun will begin a general retreat to Tungkuan Pass, if they are not reinforced by a large contingent of Shansi forces within the week. Judging by their hurried preparations of trenches along Tengfeng and Linyue, in anticipation of a Nationalist attack on these strategic points, the Kuominchun are apprehensive of Loyang, their rear, being cut, the fall of which will mean a deadly blow to them.

As it is generally understood that the Shansi insurgents, after having suffered heavy losses in the recent Taian battle, will not be ably spared to take part in the coming Lung-Hai struggle, the Kuominchun will be content, if possible, to arrange an orderly withdrawal to Tungkuan Pass. It now appears that the bandits and doubtful troops are utilised to fight in the front to prevent the penetration of the Nationalists so as to allow the Kuominchun units for a steady retreat. — Canton News Agency.

SOME RAIN.

The Royal Observatory to-day reports:—

A shallow depression is shown to the north of Tokyo. A trough of low pressure extends from Indo-China to Guam, where a typhoon appears to have formed.

Forecast: — Light easterly or variable winds; generally overcast; some rain.

Rainfall.

Rainfall to 10 a.m. to-day 0.57 inch. Rainfall since January 1, 67.07 inches against an average of 67.25 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

	Temperature.
Hong Kong	75
Macao	76
Pratas Island ...	77
Manila	76
Foochow	81
Amoy	77
Swatow	74
Chefoo	74
Shanghai	74

SUICIDE SUSPECTED.

A Japanese named I. Kuta was found drowned in the harbour yesterday afternoon in circumstances which suggest suicide.

He was reported missing from his home in Kowloon at 11 a.m., and the body was found floating near the Tsimshatsui pier at 1.30 p.m.

When the body was taken out of the water the feet were found to be tied together with a small towel.

THE "TAIL" OF A SIGNBOARD.

And Thereby Hangs the Tale.

MERCHANTS IN COURT.

The tail end of a signboard, to which a Chinese merchant objected, resulted in the tale being told at the Summary Court this morning before Mr. Justice P. Jacks (Acting Puisne Judge).

The parties in dispute are the Ka Hing Chan firm, of No. 29, Wing Lok Street (plaintiffs), and the Sheung Ip Co., of 29, Wing Lok Street (defendants).

Plaintiffs, who are represented by Mr. W. D. Owen, claim from the defendants the sum of $500, being $50 in respect of a signboard which the defendants are alleged to have taken away from them, and $450 for special damages.

Mr. J. M. da Almada Remedios is appearing for the defendants.

Whose Verandah?

The proprietor of the plaintiff firm stated in evidence that the signboard was hung under his verandah. His shop was on the ground floor of house No. 29, but the offices were on the first floor of house No. 27. The defendants' shop was on the ground floor of house No. 27.

The signboard in question was hung under the verandah of house No. 27. It was about five feet long and from two to three feet in width. From the pavement to the tail end of the signboard was a clear space of about nine to ten feet. At the time when the signboard was put up, which was about a year ago, defendants raised no objection to it, but a week after it had been put up, defendants approached him to take it down. He refused to do so, because the signboard was not encroaching on defendants' property.

Business Decreased!

Continuing, witness said that after the signboard had been removed away by the defendants on July 23 his business showed a decrease. He submitted a list of his average daily takings to his Lordship, who remarked that the figures might or might not be correct.

Mr. Remedios: We are not admitting the figures. The decrease, which plaintiffs claim, might very well have been caused by other factors.

Witness further stated that, prior to his putting up his signboard there, there was another signboard of the Wo Ping Company, and the defendant firm were agents for them. That signboard was about the same size as the one to which defendant firm objected.

An Obstruction?

Cross-examined by Mr. Remedios, witness admitted that there was no verandah in his shop, which was on house No. 29. He did not know the reason why the signboard of the Wo Ping Company was taken away.

Mr. Remedios: I put it to you that the signboard was taken away because it obscured the view and obstructed the light and air from the defendant firm's— I do not know that.

I also put it to you that it was for the same reason that objection was lodged with you before you had your signboard put there?—Yes, an objection was lodged, but as it was on my property, I ignored it.

$1 a Day for Trespassing.

In answer to further questions, witness admitted receiving a letter from Mr. Leo d'Almada on October 18, requesting him to withdraw his signboard. Further letters were received in July this year, and in one of the letters he was informed that if the signboard was not removed, he would be charged $1 a day for trespassing on defendants' premises as from October 18. To all these letters, he did not reply.

On July 23, Inspector Clarke, accompanied by a solicitor's clerk, approached him and requested him to take away the signboard. He told them that if they dare do so they could take it away, but he would not do it for them. He then went away to consult his solicitor and on his return, he found the signboard had been removed.

The case is proceeding.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $20,000,000
Reserve Funds:—
Sterling £6,500,000
Silver $9,500,000
Reserve Liability of Proprietors $20,000,000

HEAD OFFICE: HONG KONG.

BOARD OF DIRECTORS:—
J. A. Plummer, Esq. Chairman.
Hon. Mr. C. S. Mackie. Deputy Chairman.
W. H. Bell, Esq. Hon. Mr. J. J. Paterson.
A. H. Compton, Esq. T. E. Pearce, Esq.
B. Lander Lewis, Esq. T. H. R. Shaw, Esq.
O. Miskin, Esq. J. P. Warren, Esq.
Chief Manager.
F. M. Grayburn, Esq.

BRANCHES:—

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BANGKOK	LYONS
BATAVIA	MALACCA
BOMBAY	MANILA
CALCUTTA	MUAR (Johore)
CANTON	MUKDEN
CHEFOO	NAGASAKI
COLOMBO	NEW YORK
DAIREN	PEIPING
FOOCHOW	PENANG
HAIPHONG	RANGOON
HAMBURG	SAIGON
HANKOW	SAN FRANCISCO
HARBIN	SHANGHAI
HONGKEW	SINGAPORE
ILOILO	SOURABAYA
IPOH	SUNGEI PATANI
JOHORE	TIENTSIN
KOBE	TOKYO
KOWLOON	TSINGTAO
KUALA LUMPUR	YOKOHAMA

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hong Kong, 1st April, 1930.

HONG KONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONG KONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
V. M. GRAYBURN,
Chief Manager.

Hong Kong, 16th July, 1930.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(SETHERLANDS TRADING SOCIETY)

BANKERS.

Established 1824.

Hong Kong Office:—11, Queen's Road Central.

Authorised Capital ..... Guilders 150,000,000. (£12,500,000.)
Paid-Up Capital ..... Guilders 80,000,000 (£6,660,170)
Reserve Fund ..... Guilders 40,015,000 (£3,331,585)

Head Office:—AMSTERDAM*
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Djember, Diok-jakarta*, The Hague*, Jeddah, Kobe, Kota-Radja, Makassar, Medan, Padang Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Sourabaia, Soerakarta (Solo), Tegal, Tjilatap and Weltevreden*.

* These offices have safe deposit boxes to let.

London Bankers:—National Provincial Bank Ltd.
Correspondents all over the world
Banking business of every description transacted.

A. STOKKINK,
Acting Manager.

Hong Kong, 18th August, 1930.

BANQUE DE L'INDO-CHINE

HEAD OFFICE:
96, Boulevard Haussmann, Paris.

Subscribed Capital .Frs. 72,000,000.00
Paid-Up Capital ...Frs. 38,400,000.00
Reserve Funds ....Frs. 32,000,000.00

BRANCHES:

Bangkok	Hong Kong	Quinhon
Battambang	Hue	Saigon
Cantho	Mengtze	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Neumen	Thanhoa
Fort-Bayard	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vinh
Hanoi	Pondicherry	Yunnanfu

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.

A. LECOT,
Manager.

Hong Kong, 1st May, 1929.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Capital (fully paid-up) Yen 100,000,000
Reserve Fund ..... Yen 111,500,000

Head Office:—YOKOHAMA.

Branches and Agencies at:

Alexandria	Nagoya
Batavia	Nowchwang
Bombay	New York
Buenos Aires (Temporarily closed).	Osaka
Calcutta	Peking
Canton	Rangoon
Changchun	Rio de Janeiro
Dairen (Dalny)	Saigon
Fengtien (Mukden)	San Francisco
Hamburg	Seattle
Hankow	Semarang
Harbin	Shanghai
Hong Kong	Shimonoseki
Honolulu	Singapore
Kai Yuen	Soerabaya
Karachi	Sydney
Kobe	Tientsin
London	Tokyo
Los Angeles	Tsinanfu
Lyons	Tsingtao
Manila	Vladivostock (Temporarily closed)
Nagasaki	

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.

H. MORI,
Manager.

Hong Kong, 20th March, 1930.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

Agencies and Branches:

ALOR STAR	KUALA LUMPUR
(Malay States)	KUCHING
AMRITSAR	MADRAS
BANGKOK	MANILA
BATAVIA	MEDAN
BOMBAY	NEW YORK
CALCUTTA	PEKING
CANTON	PENANG
CAWNPORE	PESHAWAR
CEBU	RANGOON
COLOMBO	SAIGON
DAIREN (Dalny South Manchuria)	SEMARANG
DELHI	SEREMBAN
HAIPHONG	SHANGHAI
HAMBURG	SINGAPORE
HANKOW	SOURABAYA
HARBIN (N. Manchuria)	TAIPING (F.M.S.)
HONG KONG	TAYOY
ILOILO	TIENTSIN
IPOH	TOKYO
KARACHI	TONGKAH (Bhuket)
KLANG	TSINGTAO
KOBE	YOKOHAMA
KUALA KANGSAR (Perak F.M.S.)	ZAMBOANGA (Philippine Islands)

Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hong Kong, 8th January, 1929.

THE HO HONG BANK, LTD.

(Established 1917.)

CAPITAL:

Authorised	Straits	$20,000,000
Issued	"	8,000,000
Paid-up	"	4,000,000
Reserve Liabilities of Shareholders	"	4,000,000
Surplus	"	2,526,000

HEAD OFFICE:—SINGAPORE.

Branches, Agencies and Correspondents in the principal cities of the world.
Every description of Banking and Exchange business transacted.

TAN ENG HOOI,
Manager.

THE AMERICAN EXPRESS COMPANY, INC.

Head Office: 65, Broadway, New York.

Capital ..... U.S.$6,000,000
Surplus ..... U.S.$1,572,454
Reserves ..... U.S.$1,908,209

BRANCHES:—

Amsterdam	Genoa	Nice
Antwerp	Glasgow	Naples
Athens	Havana	Piraeus
Basle	Hamburg	Paris
Berlin	Havre	Penang
Biarritz	Interlaken	Peking
Bombay	Jerusalem	Palermo
Bremen	Lido	Rotterdam
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Cairo	Lucerne	Shanghai
Calcutta	Lugano	Southampton
Cannes	Luxor	Singapore
Colombo	Marseilles	St. Moritz
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Hong Kong, 19th January, 1929.

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SHOU J. CHEN,
Manager.

Hong Kong, 5th March, 1930.

FINANCE OF INDUSTRY.

Provision of New Capital.

Negotiations are still proceeding for the formation of a £6,000,000 company to provide money for industry.

Mr. Montagu Norman, chairman of the Bank of England, has addressed a letter on the subject to banks and issuing houses.

The Financial Times is officially informed by the Bank of England that "the reports which have appeared in the Press regarding the formation of a company to be known as the Bankers' Industrial Development Company are premature and in some respects incorrect.

"Negotiations are proceeding and an official announcement will be made in due course."

It is understood that a communication regarding the proposed company was received on April 2 by certain of the joint stock banks and issuing houses. It was marked private and was signed by Mr. Montagu Norman, Governor of the Bank of England.

The communication was of a tentative nature, but there is reason to believe that the essential points are these: The capital is to be £6,000,000 divided into 45 "A" shares and 15 "B" shares of £100,000 each.

The "A" shares are to be taken up by the banks and issuing houses while the Securities Management Trust, which was formed last November under the auspices of the Bank of England will subscribe for the "B" shares.

The two classes of shares will carry different voting powers, and the ratio of their rights in this respect is at present a matter of discussion.

Regional Advisory Councils.

It is proposed that regional advisory councils should be established in different parts of the country which would advise the Board regarding industrial requirements in their respective areas. Further, with the view to utilising the best brains in the kingdom, invitations are to be extended to economists to approach the Board with any suggestions they have to submit.

The rationalisation of industry, for which object the company is being formed, will call for a vast amount of new money, and it is thought that the Bankers' Industrial Development Company will employ its capital in affording some form of guarantee of the new money necessary for various reconstruction schemes.

The scheme has been received with mixed feelings in the very limited circle which has been favoured with Mr. Norman's communication. The banks, on the whole, were understood to be prepared to support the company and its programme, but the issuing houses are distinctly averse to it. The latter fear that it will take business away from them.

In money market circles the chief criticism is that the capital of £6,000,000 is not nearly sufficient. It was suggested to a representative of the Financial Times that, were it to be ten times as much, it would still be insufficient.

ERICSSON COMBINE.

LARGE HOLDINGS SOLD TO KREUGERS.

Stockholm, Yesterday.

The Manager of the Ericsson combine has sold his large holdings in Ericssons to Kreuger Toll, who had already a considerable interest in Ericssons. The Chairman and Managing Director of Ericsson will be replaced by Kreuger men.—Reuter.

THE BANK OF CANTON, LTD.

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LOOK POONG SHAN,
Chief Manager.

Hong Kong, 14th May, 1930.

TARIFFS OF A.D. 15.

COLCHESTER EXCAVATIONS' REVELATIONS.

Shakespeare's patriotic picture of the splendour of Cymbeline has been largely supported by the labours of archaeologists, after three weeks' excavations at Colchester on the site of Camulodunum, the capital of Cymbeline and the first city in England, where the discoveries have revealed a more highly organised community than had been generally recognised as existing before the Roman conquest.

The excavations were undertaken by the Colchester Excavations Committee, representing local interests and the principal learned bodies in England. Work has proceeded on a part of Sheepen Farm which, in the time of Cymbeline, was a thickly populated area not inhabited by the upper classes. It is thus evident that Roman luxuries were not confined to the king and nobles.

The houses appear to have been constructed of timber with earth or clay floors. But there are also pit dwellings dating from about the beginning of the Christian era, whose primitive nature indicates a considerable advance in civilisation between the foundation of the city and the kingdom of Cymbeline.

Hundreds of vessels of native pottery have been found, many of them of finer workmanship than those of the Roman period.

Extensive Trade

Trade with all parts of the Western Empire was highly developed. There was an extensive traffic in wine and olive oil from Gaul and the Mediterranean, while at the same time Britain was being flooded with pottery and bronze ware from Italy, Gaul, and the Rhine. There has even been identified a particular brand of pottery which was manufactured as far afield as Arrezzo, and enjoyed a considerable vogue in the time of Augustus.

"It is evident," one of the excavating staff stated, that Britain was the victim of extensive dumping by enterprising manufacturers in search of new markets. There was no tariff on foreign imports to Britain, but the historian Strabo, writing in A.D. 15, tells us that British traders were then severely handicapped by a high tariff on their exports to Gaul.

"This process largely accounts for the rapid progress of Roman wares in the British Kingdom," he said. "So far we have excavated only the lower part of the long slope rising above the Colne valley. The centre of the town with the King's palace was on the top of the slope, and it is not yet easy to see whether excavation will be feasible. The whole town extends over hundreds of acres, and this season's work will continue at least until the end of September.—London Morning Post.

MR. J. H. THOMAS ON EMPIRE TRADE.

No Solution by "Mere Phrases."

The subject of Empire trade and the bankers' declaration was referred to on July 11 by Mr. J. H. Thomas, Secretary for the Dominions, addressing a meeting of the railwaymen in connection with the National Union of Railwaymen Conference at West Hartlepool.

"It would be idle," he said, "to deny that, viewed either from the standpoint of the Government or from that of any political Party; no one could be satisfied or comfortable with the present state of affairs. But, bad as they are, no greater mistake could be made than for the nation to get into a state of panic. The first question we must ask ourselves is: Is the present position in this country worse than in any other country, and if so, why?"

The first answer he could give, continued Mr. Thomas, was that he would challenge anyone to say that any other nation, viewed from the standpoint of security, of capital, of social service, or of future potentialities, was in a better condition than our own.

He desired to make that plain to a gathering of railwaymen, because it must never be forgotten that the backbone of their movement, and, indeed, the future of the Labour Government, were the trade unionists of the country.

But fortunately they realised that the Government could not and must not act in the section interest of any one member of the community. In that connection he was delighted to find that such a deep interest was taken in the possibilities of the Empire. They had had a very strong and able pronouncement, after investigation by the Trades Union Congress, regarding the possibilities of Empire Trade. They had had the bankers' declaration, and they had now been favoured with what was called a document issued by the business interests of the country.

His first comment, therefore, said Mr. Thomas, would be a warning not to expect too much immediately. The Imperial Conference, which would be held in a few months, would explore every phase of the Empire economic position, but if it was to be assumed that we could, merely by a declaration of words, solve this problem, it was paying with facts.

The trade we were doing with the Empire was obviously not enough, as judged by the unemployed figures at this moment, and therefore what we had to do first was to see that no agreement was made which would adversely affect the balance of trade with the rest of the world. That much could be done he was certain but the question must be examined in all its aspects. It would not be solved by the use of mere phrases, which so glibly trip off the tongue.

"What we must do now," said Mr. Thomas, "is to ask the Dominions to remember the advantages we have given them and to remind them of the advantages that they, as members of the British Commonwealth of Nations, may give to us, and to see how far the unbounded resources of the British Empire can be used for the benefit of us all."

Makes His Last Run

Richard Christopher, for 50 years mechanic, fireman and locomotive engineer on the Canadian Pacific Railway, opened a throttle for the last time recently when he took his train on the run from London to Windsor, Ontario. He has been selected on various occasions to handle special trains for distinguished Canadian visitors, including the Prince of Wales, Governors-General of Canada, the Duke of Connaught, and many others. It is his boast that in all these years he has never had a single accident. A touching feature of his last run was the fact that his son, Thomas, although also a locomotive engineer, acted as his father's fireman.

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A WEEK'S PAPERS IN ONE.

LOCAL NEWS, CHINESE NEWS. and all the NEWS.

The Weekly paper that saves you the trouble of writing Home.

What is said to be the biggest land deal ever put over in the Colony occurred during the week, when the China Sugar Refinery Co.'s premises were sold to the Imperial Chemical, Ltd. Exclusive news of the deal appears in the *OVERLAND CHINA MAIL.*

The sensational collapse of the Industrial and Commercial Bank, which commenced operations in the Colony a few months ago, was the subject of a big meeting of creditors on Friday last. The Official Receiver took the chair, and explained what action it was necessary to take. After considerable discussion, the meeting decided to appoint Special Liquidators, together with a Committee of Inspection, to consist of creditors and shareholders. The *OVERLAND CHINA MAIL* carries a complete report.

Two interesting judgments handed down during the past week are also included in the *OVERLAND CHINA MAIL*, the Full Court giving a ruling in a complicated land deal, and the Chief Justice deciding a case in which the return of certain properties was asked by the administrator of a Chinese estate which came to the original beneficiaries over thirty years ago.

Sport of all sorts is dealt with by the *OVERLAND CHINA MAIL* special writers, special attention being devoted to baseball and lawn bowls.

There is no phase of the life of the Colony or of China that does not receive attention in the *OVERLAND CHINA MAIL* — the weekly paper that *YOU MUST ORDER NOW.*

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at the cost only of $3.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters from Home, Australia, and Canada testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the only weekly news budget which has a coloured pictorial supplement with local photographs. It is made just to suit requirements, as it has done all along. What more could be desired?

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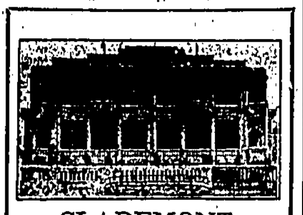

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GOVERNMENT NOTICES

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 8th day of September, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rental	Upset Price.
			ft.	ft.	ft.	ft.	about	$	$
1	Kowloon Inland Lot No. 2288.	Adjoining Kowloon Inland Lot No. 2345, Tung Choi Street.	As per sale plan.				20,650	230	46,100

Comprising:—
China, British Colonies and especially Hong Kong Jubilee issue in Singles, Pairs, Strips and Blocks, mint and used varieties with Six different errors including tall "K".

On View from Tuesday, September 2, 1930.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, August 30, 1930.

LAMMERT BROS.
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—Public Auctions—
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ON
FRIDAY, September 5, 1930, commencing at 5.15 p.m., at their Sales Room, Duddell Street.
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COLLECTION of
POSTAGE STAMPS.
Comprising:—
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Hong Kong, August 30, 1930.

GENERAL NOTICES

NOTICE.

FROM 1st SEPTEMBER, 1930, our Address will be
No. 17, Queen's Road Central, Hong Kong.
N. S. MOSES & COMPANY, LTD.

THE KOWLOON GOLF CLUB.

NOTICE IS HEREBY GIVEN that the Sixth Ordinary Annual General Meeting of the Kowloon Golf Club will be held in the Lecture Room, Y.M.C.A., Kowloon, on FRIDAY, the 5th September, 1930, at 6.15 p.m.

W. ORCHARD,
Hon. Secretary.
Hong Kong, 2nd Sept., 1930.

HONG KONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Club will be held in the Club House on FRIDAY, the 5th September, 1930, at 5.30 p.m.

Business:—As set forth in the notice posted in the Club.

By Order,
T. A. ROBERTSON,
Lieut.-Col.
Secretary.
Hong Kong, 27th August, 1930.

UNCLAIMED TELEGRAMS.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E.E. Telegraph Co. Office, Hong Kong:—
Chengchong, Bankeasia, from Tientsin.
Veritas, from Sydney.

S. LAGK,
Superintendent.
Hong Kong, August 28, 1930.

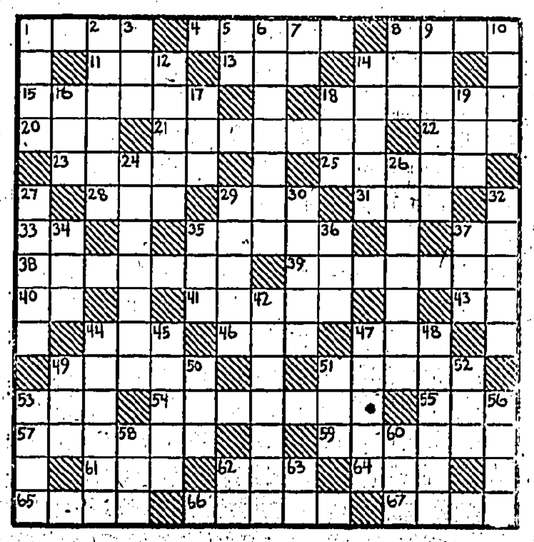
THE GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK.

The following unclaimed telegram is lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Yamaguchi, from Osaka.

E. V. JESSEN,
Superintendent.
Hong Kong, August 27, 1930.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL
1-To front
4-Clever
8-Small particle of matter
11-Conjunction
13-To mimic
14-Prefix—for
15-Frankness
16-To hinder
20-A small bird
21-Symbol used to express a number
22-*Kitchen utensil*
23-Feeble-minded person
25-An Irish patriot
28-And not
29-Beast of burden
31-A knight's title
33-Symbol for gold
35-Landscape
37-N. central State of U. S. (abbr.)
38-Larger in size
39-Greediness
40-Indefinite article
41-To [illegible]
43-[illegible]
44-[illegible]
45-[illegible]
46-[illegible]
47-[illegible]
48-[illegible]
49-[illegible]
50-[illegible]
51-[illegible]
52-[illegible]
53-Man's name
54-Offers
55-Personal pronoun
57-Cried out
59-An American pioneer
61-Possessive pronoun
62-Tavern
64-Also
65-To carol
66-A heavenly messenger
67-*To sketch*

VERTICAL
1-Truth or reality
2-A city of China
3-Conclusion
5-Mother
6-To [illegible]
7-Mule[illegible]
8-[illegible]
9-[illegible]
10-[illegible]
11-[illegible]
12-Tropical tree (pl.)
18-Purpose
17-To hasten
18-Have (Scot.)
19-To corrode
24-A form of prose fiction
26-Taints with mildew
27-Mother of Ishmael
29-Square land measure (pl.)
30-Trap
32-Chief official of a town
34-Vase
35-Determined
36-Girl's name
37-Possessive pronoun
42-Perusing
44-Burial place of King Arthur
45-To go in
47-Impetuous rush
48-A river Greek at siege of Troy
49-Time period
50-To appeal for
51-Fertile as grass
53-To weary
54-And yet
56-Freeze
58-Through (poet.)
56-To drag
60-To be drowsy
63-Into
63-Compass point (abbr.)

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

ALIEN FUGITIVE.

TAKEN TO MANILA FROM BORNEO.

VERY DELICATE MISSION.

Manila, August 23.

Major Juan Quimbo of the Philippine constabulary a few days ago brought to the Philippines from Borneo the first fugitive from justice to abscond from the Islands to the neighbouring British possession. The major arrived in Manila last night on the s.s. Bohol, after delivering S. H. Zacarias, a Syrian merchant, to the Cebu authorities who want him for the crime of estafa involving P6,000.

Two other Syrian merchants accused of being accomplices of Zacarias were arrested in Calamba, Laguna, some time ago and are now in Cebu awaiting trial with the principal.

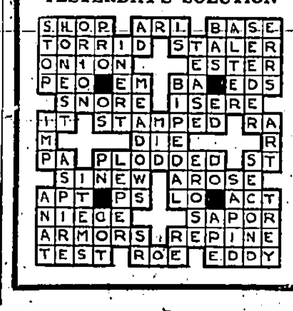
Major Quimbo left Manila about a month ago, equipped with extradition papers furnished by the office of the governor general, to bring back the Syrian merchant who fled to Sandakan, Borneo. The merchant, at the request of the Philippine Government, was held under arrest by the British authorities in Sandakan.

Most of the fugitives from this country flee to Macao or Shanghai where they have been extradited successfully.

Major Quimbo said to-day that Sandakan is the paradise of gamblers and opium smokers. The Government in British Borneo allows such vices, and gambling dens and opium joints advertise openly.

However, the British officials are intending to prohibit gambling and plan to close up the gambling dens before the end of the year. Because of the big size of the Chinese population there, opium smoking will be allowed to go on. — Philippines Herald.

YESTERDAY'S SOLUTION



?

AMUSEMENT NEWS

QUEEN'S present Charles King, Anita Page and Bessie Love in "The Broadway Melody." In order to let the music into the situations as naturally as possible, the author wrote of two sisters who come to New York to go on the stage and of their adventures in "Tin Pan Alley" and on the stage, back and front. Opportunities that this sort of theme gives for songs are obvious. "The Broadway Melody" has the enchanting air of a musical comedy and all the drama of a serious story. A talkie film.

* * *

CENTRAL features Nancy Carroll and Hal Skelly in "The Dance of Life." The film is the ultimate in perfection in the all-talking motion picture medium. It has everything that makes for thrilling, gripping entertainment—a romantic love story of back-stage life, burlesque sequences, dancing, a gorgeous "Follies" revue, singing, music, dialogue, colour. It is Paramount's master production made from the remarkably successful stage play, "Burlesque." A talkie film.

* * *

MAJESTIC presents Pola Negri and Jean Hersholt in "The Secret Hour." Pola needs no royal garb in which to display her emotional talent. In "The Secret Hour" she appears first as a waitress and nobody will deny that a waitress may love and be loved. Her romance has its blossoming on the green and golden acres of an orange grove where she is wooed by Jean Hersholt and won by Kenneth Thomson. Hersholt is said to have a tremendous characterisation in the production while Thomson wins new honour as a leading man. A silent film.

* * *

STAR features Alice Terry in "Mare Nostrum." The story is of the Mediterranean Sea during the early period of the War. The romance of the beautiful spy and the Spanish sea captain is the central attraction of the picture, with submarine warfare, secret service systems of European powers, marvellous characterisations by the foreign artists, and the pictorial and historical locations on the Continent all give added interest. A silent film.

* * *

WORLD presents Alice Terry and Ivan Petrovich in "Three Passions." A story of the jazz age, flaming with the fiery imaginations of men and women of to-day waging the war of the passions that have ruled mankind from the days of antiquity.—God, Gold and Love. A silent film.

MANILA CARNIVAL.

DIRECTORS DECIDE TO HOLD FESTIVAL IN 1931.

Manila, August 28.

Sixteen days of fun and frolic are again in store for Manila residents and visitors when the 1931 Manila Carnival and commercial and industrial fair is held. The carnival association announced yesterday that the fair will definitely be held from January 31 to February 15.

In spite of the general depression, carnival officials predict a successful fair next year. They report that many of the big commercial firms in Manila have urged the holding of a 1931 carnival and have pledged their co-operation. In addition to these firms, the governments of China and Japan as well as the Spanish community are expected to take part officially in the coming show.

Consul General H. K. Kwong, of China, informed the carnival association yesterday that he had forwarded to his government the invitation extended by the association to participate in the 1931 fair.

The usual big features of the carnival will again be seen in 1931, including a big beauty contest for the selection of Miss Philippines of 1931. A new method of selecting the queen will probably be employed, Arsenio N. Luz, director general, said yesterday.—Manila Bulletin.

Parson: How did you get that black eye, Mrs. Higgins?

Mrs. Higgins: Well, sir, me 'usband come out of prison on 'is birthday.

"Yes?"

"And I wished 'im many 'appy returns!"

BUSINESS DIRECTORY

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AT THE
TAJMAHAL SILK STORE
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BOOTS & SHOES.

	Pair
Leather Sole Canvas Shoes	$ 4.50
Crepe Rubber Sole Canvas Shoes	$ 5.00
Crepe Rubber Buckskin Shoes	$10.00
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Children's Boots or Shoes from	$ 2.00

Best styles, most complete stock of all sizes. Repairing a specialty.
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TANG YUK, DENTIST
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TERMS VERY MODERATE
Consultation Free.

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New Work & Repairs.
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Sole Agents for Kelvin Motors

GENTLEMEN'S TAILORS.

THIS IS WHAT YOU ARE REQUIRING.

WELL TAILORED SUMMER SUITS.
AT REASONABLE PRICES.
BROWN
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Ladies' and Gentlemen's Hair Dressers & Booksellers.
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(opposite Queen's Theatre).

HONOUR
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(Entrance On Lan St.)
Telephone 22317.
LADIES' AND GENTLEMEN'S HAIR DRESSING SALOON.
Expert Barbers
Moderate Charges

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THE HONG KONG OPTICAL COMPANY,
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53, Queen's Road Central.

SPORTING GOODS.

ATHLETIC EQUIPMENT
LIANG YOU & CO.
70, Queen's Road C.

MAN LOONG.
PRESERVED GINGER MANUFACTURERS.
NEW SEASON PRESERVED GINGER
Best quality—Prompt attention to Exporters.
Office:—2, Dundas Street, Kowloon. Tel. 57088.
Factory:—2 Godown, Praya, Dundas Street, Mongkok.

TAKE A PAIR OF SPARKLING EYES

Eyes that are Crystal-clear.— limpid as a mountain stream! Such eyes transform the plainest face with their radiance, making it vivid and beautiful.

The fundamental requirement for beautiful sparkling eyes is rich, pure blood. It is the exhilarating feeling of perfect health that sends forth that fascinating gleam.

No woman who suffers from impoverished blood (Anaemia), with any of its attendant miseries — listlessness, headaches, indigestion, exhaustion, that general run-down, only half-alive condition — can radiate the sparkle from her eyes.

If you are suffering from any one of these symptoms, there is a proved remedy at hand, which quickly enriches and purifies the blood stream. Let

Dr Williams' Pink Pills Bring the Starshine To Your Eyes!

They are the WORLD'S MOST FAMOUS BLOOD & NERVE TONIC.
You will obtain speedy results and lasting benefit.
Refuse substitutes. Nothing else is "just as good".

From Chemists Everywhere.

LLOYD TRIESTINO

FORTNIGHTLY PASSENGERS AND FREIGHT SERVICE FOR

BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through Bills of Lading
to Fiume, Genoa, All Italian, Adriatic, Levant
Black Sea and Danube Ports

Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe
S.S. "FIUME-L"	—	Sept. 7
S.S. "CARIGNANO"	—	Sept. 9
S.S. "VENEZIA-L"	—	Oct. 8
M.V. "HILDA"	Oct. 1	Nov. 8
S.S. "TEVERE"	Oct. 7	Oct. 18

Passenger Steamer with First & Second Class Accommodation due in Italy on the 14th November.
All dates are subject to alteration without notice

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Tel. 28021. Agents

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £83 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
ASAMA MARU ..... Thursday, 18th September.
TAIYO MARU ..... Sunday, 28th September.
SEATTLE, VICTORIA via Shanghai & Japan Ports.
HIKAWA MARU ..... Wednesday, 24th September.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.
KATORI MARU ..... Saturday, 6th Sept. at 11 a.m.
KASHIMA MARU ..... Saturday, 20th Sept. at 11 a.m.
SYDNEY & MELBOURNE via Manila & Ports.
ATSUTA MARU ..... Tuesday, 23rd September.
AKI MARU ..... Tuesday, 21st October.
BOMBAY via Singapore, Penang, & Colombo.
KAGA MARU ..... Thursday, 11th September.
† MALACCA MARU ..... Saturday, 27th September.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.
HEIYO MARU ..... Tuesday, 30th September.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU ..... Tuesday, 9th September.
NEW YORK, BOSTON via Panama.
† TAKETOYO MARU ..... Sunday, 21st September.
† TOBA MARU ..... Monday, 6th October.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.
LYONS MARU ..... Tuesday, 16th September.
CALCUTTA via Singapore, Penang & Rangoon.
† HAKODATE MARU ..... Monday, 8th September.
†MORIOKA MARU ..... Monday, 15th September.
SHANGHAI, KOBE & YOKOHAMA.
† AKITA MARU ..... Saturday, 6th September.
SUWA MARU ..... Saturday, 6th September.
HAKATA MARU (kobe direct) .... Monday. 8th September.
SIBERIA MARU ..... Wednesday. 10th September.
† Cargo only.

For further information apply to:—NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.
AMAZON MARU ..... Thursday, 11th September.
ALASKA MARU ..... Friday, 10th October.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
BUENOS AIRES MARU ..... Friday, 3rd October.
BOMBAY—Via Singapore & Colombo.
HAMBURG MARU ..... Friday, 19th September.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.
CHICAGO MARU ..... Sunday, 28th September.
CALCUTTA—Via Singapore, Penang & Rangoon.
MADRAS MARU ..... Thursday, 18th September.
VICTORIA, SEATTLE, TACOMA & VANCOUVER.
MELBOURNE.—Via Manila, Brisbane & Sydney.
BRISBANE MARU ..... Monday, 6th October.
HAIPHONG—Via Hoihow & Pakhoi.
NEW YORK—Via Japan ports & Panama.
SANYO MARU ..... Saturday, 25th October.
JAPAN PORTS.
SEATTLE MARU ..... Sunday, 7th September.
AMUR MARU ..... Saturday, 13th September.
SHUNKO MARU ..... Sunday, 21st September.
KEELUNG—Via Swatow & Amoy.
TAKAO—Via Swatow & Amoy.
TAKAO & KEELUNG.
SOURABAYA MARU ..... Wednesday. 10th September.

For further particular please apply to—OSAKA SHOSEN KAISHA.
Tel. 28061. M. TAKEUCHI. Manager.

WATER LEVELS.

ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

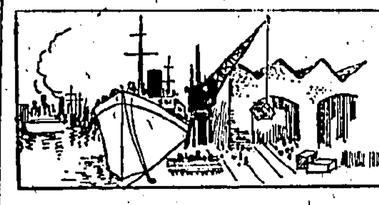
	Sept. 1.	Sept. 2.
Shiuhing	9.9	10.4
Tsingyuen	7.4	6.2
Samshui	4.8	5.1
Sheklung	2.7	2.2

The highest levels on record are: Shiuhing, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Sheklung 15.5 feet.

The lowest level on record at Samshui is minus 5 feet and at Sheklung minus 2.7 feet.

NEW BRITISH SHIPS.

A passenger and cargo steamship is being constructed (by Cammell, Laird and Co., Ltd., Birkenhead) for service on South American routes. The vessel, 56 by 37ft., will be fitted with triple-expansion engines and an exhaust-steam turbine. Foreign owners have ordered (from Workman, Clark—1928—Ltd., Belfast) a whale oil-factory ship for services in the Antarctic. The boat will be similar to the Kosmos, built last year by the same firm, which has a tonnage of 17,800 and a length of 550ft. Other foreign owners have also purchased (from Smith's Dock Co. Ltd., South Bank-on-Tees) nine whalers valued at approximately £524,500.



Shipping Intelligence.

STOWAWAYS' LUCKY ESCAPE.

Disappointed Emigrants' Ordeal to Get Home.

"CLINGING HAND."

Port Said, July 3.

Two young men who stowed away in the Aberdeen and Commonwealth liner Largs Bay when she left Fremantle (Western Australia), for Southampton, on June 12, narrowly escaped with their lives. They are:—

James Duncan Forrest, aged 28, of 18, Canal Street, Aberdeen, whose wife and two children live in Colchester.

Francis Briggs aged 22, of 27, Cumberland Road, Plaistow.

If the boilermaker aboard the liner (Mr. W. J. B. Pollock) had failed to notice a hand clutching at the side of a steel doorway, the two men would have been trapped in pitch darkness in a little hell over the boilers, without food or water.

Their desperate effort to get back to their own people and their own country after eight months' search for work in Western Australia would have ended in a very horrible death for them both but for the flash of an electric torch picking out the hand clinging at the side of the small doorway in the darkness 'tween decks. As it was, they had been without water for a day and a half and were in the last stages of exhaustion.

There was another stowaway on board, but he was discovered a day out from Fremantle, and was put ashore at Colombo to be sent back to Australia.

Forrest and Briggs well knew the same fate awaited them if they were found before the ship reached Colombo. They hoped to remain undetected until after Port Said. Then, whatever measures were taken to deal with them, they would be carried back to England. Forrest had been a seaman.

12 Days on Two Loaves.

He and his companion, without a penny in their pockets, slipped on board at Fremantle, went to the boat deck and climbed down the steel ladders in a ventilator leading to the boilers. At the foot of the ladders a narrow steel door gives entrance to a small store-room. Through a grating in the floor they got into a dark, tunnel-like space over the boilers.

They had two loaves of bread and some biscuits. Without having experienced them for just a few minutes, it is impossible to imagine the condition under which these two men managed to exist for twelve days. The heat was terrific, and the air thick with oil fumes.

The only other entrance to the storeroom is an emergency door leading to the stewards' washroom, which, fortunately for the stowaways, had been left unlocked. That allowed them to creep out when nobody was about and fill two tins with water. Within two hours it would be almost too hot to drink, but it kept them alive.

Just before reaching Colombo the emergency door was locked, cutting off their only means of getting water. They held on in the terrible heat, and under conditions immeasurably worse than those experienced by the engineers who work in shifts of four hours.

On the evening of the day after leaving Colombo Mr. Pollock was making an inspection, as the monsoon promised rough weather. He had previously noticed that the small steel door into the storeroom was open and it was his intention to close it.

He was astonished to see a hand grasping the side of the opening. When he flashed his torch through the doorway the sight which met his eyes appalled him.

A man, entirely naked, sweat streaking the dirt on his body, a fortnight's growth of beard on his face, was hanging to the doorway gasping for breath.

The second stowaway, naked, filthy, unshaven and exhausted like his comrade, was lying inside on the floor.

Both men were carried out and iced water and tea did a great deal to revive them.

But for Forrest's hand being visible the door would have been closed, cutting off what little air supply there was, and the two men would have paid for the venture with their lives.

Since then they have spent the days on the small deck beneath the after bridge, in the clean wind and the sunshine, scraping paint off iron posts. They have food and a bed.

Forrest has a young wife and two children in Colchester. He left them in England to make a new home in Australia. After a few days in the Immigration Home at Fremantle he and Briggs were sent out on farming jobs.

After three weeks they were both on the unemployed list. They roamed the country, but found no work. Forrest says that he asked three farmers to let him do some work in return for food, but was refused. So it was back to Perth and the Labour Bureau for both of them.

Forrest tells the story well enough himself. "Briggs and I joined forces in Fremantle. When we got aboard the Largs Bay each of us had had about three weeks' work in eight months. Without a penny between us, Briggs and I lived in a hut on the foreshore.

"A baker in Fremantle let me chop wood in return for two loaves of bread a day, and a butcher next door would give me some dripping. We lived on that and slept in the hut. There was not a job to be had, and some employers to whom we applied said that they would rather give preference to Australians who were out of work.

"When I saw that the Largs Bay would be passing through Fremantle on her way back to England, I made up my mind to try and stow away. Briggs wanted to come with me, so we made the attempt together. My great fear was that we would be found before the ship got to Colombo. Looking back on it now, I do not know how we came through those 12 days. The memory of them is a nightmare. Both of us were at our last gasp when found."

ARRIVALS OF SHIPS.

Tuesday, September 2.

Antung, British str., 2,107 tons, Capt. G. A. Morse, from Amoy, buoy No. B34.—B. & S.

Siberia Maru, Japanese str., 11,790 tons, Capt. B. Kaneko, from Shanghai, Kowloon Wharf.—N.Y.K.

Sumatra Maru, Japanese str., 4,272 tons, Capt. G. Shinmura, from Moji, Kowloon Wharf.—O.S.K.

Wing Lee, Portuguese str., 641 tons, Capt. J. Antunes, from Kwang Chow Wan, buoy No. C40.—Wo Hop & Co.

Wednesday, September 3.

Borneo, British str., 1,297 tons, Capt. J. H. van den Berg, from Whampoa, buoy No. C15.—Shun Tai & Co.

Hai Yang, British str., 1,363 tons. Capt. Erwin, from Swatow, Douglas Wharf.—Order.

Hozan Maru, Japanese str., 2,347 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.

Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On s.s. Co.

Kentucky, American str., 3,540 tons, Capt. Svehang, from Shanghai, buoy No. A5.—States & Co.

Kwong Sang British str., 1,428 tons, Capt. A. D. Kelman, from Swatow, West Point Wharf.—J. M. & Co.

Palembang, Dutch str., 1,029 tons, Capt. F. W. Wildschut, from Singapore, A.P.C. Wharf.—A.P.C.

Pleasantville, Norwegian str., 2,749 tons, Capt. L. Hassel, from Manila, buoy No. A2.—Thoresen & Co.

Sanka Maru, Japanese str., 1,506 tons, Capt. T. Okada, from Miike, Yaumati.—M.B.K.

Tai Lee Chinese str., 1,044 tons. Capt. Z. Masaki, from Chefoo, buoy No. C19.—Loong Tai Hong.

Talthybius, British str., 6,514 tons, Capt. J. Davies, from Miike, buoy No. A27.—B. & S.

Tanda, British str., 6,956 tons, Capt. Pilcher, from Moji, Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Tsinan, British str., 2,100 tons, Capt. J. Tinson, from Canton, buoy No. B12.—B. & S.

CONSIGNEES' NOTICES.

Consignees of Cargo per s.s. "Venezia-L" are reminded to take delivery of their goods which will be subject to rent after September 5.

Consignees of cargo ex s.s. "Benavon" are reminded to take delivery of their goods which will be subject to rent after September 8.

"INCIDENT" AT WUCHOW?

Chinese Passengers Turned Away.

TROUBLE ON THE RIVER.

The *China Mail* is in receipt of the following communication from the Canton News Agency:—

Wuchow, September 1.

An unusual incident occurred yesterday afternoon, when Chinese passengers intending to travel by the British steamer Tai Ming, for Hong Kong, were turned away by military guards at the jetty.

Upon inquiry in official circles, it was learned that the case of this arose when two military officers boarded the Tai Ming at Samshui on her last trip from Hong Kong a week ago, and were informed by the captain that they could not travel on his boat, as they were carrying arms. The officers then offered to surrender their arms to the custody of the captain, who, it is said, absolutely refused to take them on. On the other hand, the officers insisted on remaining on the boat, giving as the reason that they were carrying important despatches to the Military H. Q. at Wuchow.

The captain set sail, but on the way, it is alleged, he sent a wireless message to a British gunboat patrolling the West River, which met the Tai Ming midway between Samshui and Wuchow, it is said, the two officers being taken off and put ashore. The officers managed to get back to Wuchow, and reported what had happened. Acting upon that report, the Headquarters yesterday took the above action, and the Tai Ming left the port without a single Chinese passenger.

PASSENGER LIST

ARRIVALS

Per s.s. Siberia Maru from Vancouver via ports on September 2:—

T. Fusama, E. Matsukura, Mrs. T. Matsukura, Miss N. Matsukura, Mrs. S. Tase, Miss Y. Tase, Miss K. Tase, Valenti Y. K. Kosan, Alberts Lay Choy, Miss Ayni Laos, Ernesto Lay, Enrique Lones, Jahan Alhay, Jochon Kocyni, H. Goosens, Harry C. Evans, Miss A. E. Hendry, H. J. Lillistone, I. Nomura, Miss K. Ogata, R. Robertson, Miss S. Robertson, Richard Schull, B. G. Rein, Miss S. H. Rang, T. Tompkins, W. T. Bartlett, Mr. and Mrs. MacCarthy, Miss M. Chaillet, Miss J. Chaillet, Miss J. Chaillet, Miss M. Chaillet, Mrs. H. Dahl, N. Haas, P. Olsen, S. Tanaka.

STEAMER'S MOVEMENTS

The E. & A. s.s. St. Albans left Manila for this port on September 4, p.m. with the outward Australian Mails, and is due here on September 7, a.m.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC
14 DAYS FROM CHINA AND 9 DAYS FROM JAPAN TO CANADA AND U.S.A.

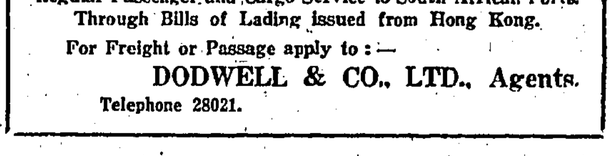
	Hong Kong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Vancouver Arrive
Empress of Japan	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Empress of Asia*	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Empress of Canada	Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14
Empress of Russia*	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29
Empress of Japan	Nov. 27	Nov. 30	Dec. 2	Dec. 4	Dec. 12
Empress of Asia*	Dec. 10	Dec. 13	Dec. 16	Dec. 18	Dec. 27
Empress of Canada	Dec. 25	Dec. 28	Dec. 30	Jan. 1	Jan. 9
Empress of Russia*	Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 24
Empress of Japan	Jan. 29	Feb. 1	Feb. 3	Feb. 5	Feb. 13
Empress of Asia*	Feb. 25	Feb. 28	Mar. 3	Mar. 5	Mar. 14
Empress of Canada	Mar. 12	Mar. 15	Mar. 17	Mar. 19	Mar. 27
Empress of Russia*	Mar. 25	Mar. 28	Mar. 31	Apr. 2	Apr. 11
Empress of Japan	Apr. 4	Apr. 7	Apr. 9	Apr. 11	Apr. 19
Empress of Asia*	Apr. 17	Apr. 20	Apr. 23	Apr. 25	May 4

*(Call at Nagasaki the day after departure from Shanghai)

HONG-KONG—MANILA SERVICE.

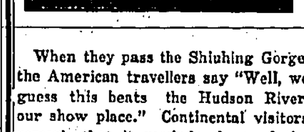
	Leave Hong Kong	Arrive Manila
Emp. of Japan	Sept. 24	Sept. 26
Emp. of Asia	Oct. 7	Oct. 9

Telephones:
Passenger 20752
Freight 20042



WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE



When they pass the Shiuhing Gorge, the American travellers say "Well, we guess this beats the Hudson River, our show place." Continental visitors remark that it reminds them of the "Rhine and Switzerland." Whilst British tourists declare "Surely, the Lake district or the Scottish moors, but with a little less vegetation." Now why not take a five-days' round trip and see for yourself. It costs you only $40.

SEPTEMBER SAILINGS.
DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"
[1,068 tons—Capt. Trott.]
SEPTEMBER.
SUN. 7th TUES. 23rd
FRI. 12th MON. 29th
WED. 17th

S.S. "TAI MING"
[649 tons—Capt. G. J. Spink.]
SEPTEMBER.
TUES. 9th SAT. 20th
MON. 15th THURS. 25th

For information apply to—
KWONG WING Co., Ltd.,
29, Connaught Road, West.
Phone 20893.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage apply to:—
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BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
M.V. "CITY OF LILLE" ....London, Rotterdam, Hamburg & Hull .....13th September.
S.S. "CITY OF MOBILE" ...London, Rotterdam & Hamburg ..... 9th October.

NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE
S.S. "CITY OF CHESTER" ..... 7th October.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, & BALTIMORE ..... AMERICAN & ORIENTAL LINE
M.V. "LOSSIEBANK" .....17th September.

MAURITIUS & SOUTH AFRICA ..... ORIENTAL-AFRICAN LINE
S.S. "TINHOW" ..... 5th November.
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:—
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P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
		1930	
MANTUA	10,946	13th Sept.	Bombay, Marseilles & London.
*ALIPORE	5,273	17th Sept.	Straits, Colombo & Bombay.
†KASHGAR	9,005	27th Sept.	Marseilles, London, Hull, Rotterdam & Antwerp.
MALWA	10,980	11th Oct.	Bombay, Marseilles & London.
†KHYBER	9,114	25th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MACEDONIA	11,120	8th Nov.	Bombay, Marseilles, & London.
*NAGPORE	5,283	15th Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
†KARMALA	9,128	22nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,619	6th Dec.	Bombay, Marseilles, & London.
†KALYAN	9,144	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
*LAHORE	5,304	27th Dec.	Marseilles & London.
		1931.	
RANCHI	16,650	3rd Jan.	Bombay, Marseilles & London.
KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

		1930	
TALMA	10,000	13th Sept.	Singapore, Penang & Calcutta.
SHIRALA	7,841	16th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,949	30th Sept.	Singapore, Penang & Calcutta.
TILAWA	10,006	17th Oct.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

		1930	
*TANDA	6,956	5th Sept. 4 p.m.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	3rd Oct.	
NELLORE	6,853	31st Oct.	

*Will call Sandakan & Zamboanga.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

		1930	
TAKADA	6,949	7th Sept. 6 a.m.	Amoy, Moji, Kobe, Y'hama & Osaka.
ST. ALBANS	4,500	9th Sept.	Moji, Kobe, Osaka & Yokohama.
MALWA	10,980	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	23rd Sept.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,006	25th Sept.	Amoy, Moji, Kobe & Osaka.
KHYBER	9,114	26th Sept.	Shanghai, Moji, Kobe & Yokohama.
MOREA	10,954	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,128	20th Oct.	Shanghai, Moji, Kobe & Yokohama.
*BANALLA	—	20th Oct.	Shanghai & Kobe.
MACEDONIA	11,120	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
*LAHORE	5,304	5th Nov.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	7th Nov.	Shanghai, Kobe & Yokohama.
KALYAN	9,144	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
RANCHI	16,650	5th Dec.	Shanghai, Kobe & Yokohama.
KASHMIR	8,985	20th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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Estimates furnished on application.

Hong Kong, April 1, 1930.

SUNKEN TREASURE.

DIVERS ENTER CAPTAIN'S CABIN ON S.S. EGYPT.

"LOTS OF SILVER."

Brest, Yesterday.

The salvage work on the P. & O. liner Egypt is proceeding more rapidly than was anticipated, thanks to calm weather. Divers have entered the Captain's cabin, whence the safe will be secured, also the dining saloon, where there are lots of silver. If the weather holds, the divers will soon reach the third deck, then the strong room.—Reuter.

"SEA SERPENT."

FISHERMEN'S DISCOVERY TURN OUT TO BE BARNACLED-LOG.

As we rather feared in our comment on the latest sea-serpent story—we wished those who went in search of the monster "all good luck without indulging in too much hope of their success"—once again disappointment is "registered," as they have it in Los Angeles, says the Journal of Commerce.

This time the sea-serpent, which fishermen and others in the vicinity of Woollongong declared they saw writhing its 80 to 90 feet along the surface of the water, turns out to be a 50-foot barnacle-covered log, with a series of protruding boughs.

The fishermen who discovered the truth, reputable men as we were told in the earlier message, are said to have "exploded in merriment" when they discovered the monster's true nature. Well they might, but at least they have brought fame to their district in greater measure than it has probably ever enjoyed before—or, in the circumstances, is notoriety more accurate?

Thus, it would seem that always disappointment awaits us in the manifestation of the sea-serpent. In fact, its simulation would provide another line for that song of Gibert's in H.M.S. Pinalore, which begins:—

"Things are seldom what they seem,
Skimmed milk masquerades as cream."

BRITANNIC FETED.

CAPTAIN'S ENTHUSIASTIC REPORT.

The 27,000-ton White Star liner Britannic, Britain's largest motor-liner and queen of the world, received an enthusiastic welcome as, flying brightly coloured pennants from stem to stern, she docked in New York. Innumerable harbour craft made the air re-sound with shrill sirens and whistles as she majestically sailed up North River on the completion of her maiden voyage. Her captain was most enthusiastic about her performance, comfort, and sea-going qualities, saying: "From the commander's point of view she handles well and easily in the sea way; from the passengers' point of view she creates the illusion of fine weather always."

The Britannic crossed the Atlantic at an average speed of a trifle less than the rated speed. Rough weather for the first three days and fog on the Grand Banks caused Captain Summers to reduce speed.

MORE SHIPPING AT LIVERPOOL.

Liverpool, July 10.

In spite of the depression in shipping the port of Liverpool has more than held its own during the year which ended on June 30.

The returns of the Mersey Docks and Harbour Board show that more vessels used the port than in the preceding year, the total number being 20,771 against 20,583, an increase of 188.

In shipping tonnage the increase represented 792,914 tons, the figure for the past year being 21,314,820.

The total weight of merchandise carried by the vessels both inwards and outwards was estimated at 14,282,000 tons.

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STEAMER	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
TAIPING	12th Sept.	23rd Sept.	26th Sept.	12th Oct.
CHANGTE	14th Oct.	21th Oct.	24th Oct.	9th Nov.

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CONSIGNEES

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From ANTWERP, LONDON, STRAITS AND MANILA.

The Steamship,
"BENAVON"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th instant, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hong Kong, 1st September, 1930.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer
"VENEZIA-L"
From Trieste, Venice, Brindisi, Port Said, Suez, Massaua, Aden, Karachi, Bombay, Colombo, Penang and Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 5th September will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 15th September or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th September at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.
Hong Kong, 30th August, 1930.

WARSHIPS IN PORT

The following British warships are in harbour to-day:—

Cicala—East wall.
Osiris—West wall Dock.
Oswald—West wall Dock.
Seraph—South wall.
Serapis—South wall.
Sterling—North arm.
Tamar—Basin.

Foreign.

Adamastor—Portuguese cruiser.
Argus—French gunboat.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kowloon tidal observatory under the direction of Dr. Doberck during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

September 4 to 10, 1930.

Date	High Water		Lower Water.	
Aug.	Standard Times	Ht	Standard Times	Ht.
Thurs 4	m 6 48	6.7	2 14 a	1 6
	9 38 a	4.6		
Fri. 5	m 7 41	6.9	m 0 57	4.2
	9 51 a	4.7	2 46 a	1.4
Sat. 6	m 8 23	7.1	m 1 51	3.8
	10 3 a	4.9	3 16 a	1.3
Sun. 7	m 8 59	7.2	m 2 38	3.5
	10 18 a	5.1	3 45 a	1.3
Mon. 8	m 9 33	7.3	m 3 16	3.2
	10 34 a	5.3	4 13 a	1.5
Tues. 9	m 10 5	7.0	m 3 51	2.9
	10 33 a	5.5	4 40 a	1.7
Wed. 10	m 10 33	6.8	m 4 25	2.7
	10 46 a	5.8	5 6 a	2.0

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Pres. Madison Tues., Sept. 9, 10	Pres. Pierce ...Tues., Sept. 16
Pres. Jackson ..Tues., Sept. 23	Pres. Taft .....Tues., Sept. 30
Pres. McKinley .Tues., Oct. 7	Pres. Jefferson ..Tues., Oct. 14

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a.m.	a.m.
Pres. Adams .Sun., Sept. 7, 8	Pres. Johnson .Sun., Oct. 5, 8
Pres. Harrison Sun., Sept. 21, 8	Pres. Fillmore Sun., Oct. 19, 8

TO MANILA

Pres. Pierce ..Sept. 9, 6 p.m.	Pres. Taft ....Sept. 23, 6 p.m.
Pres. Jackson .Sept. 13, 6 p.m	Pres. McKinley Sept. 27, 6 p.m.

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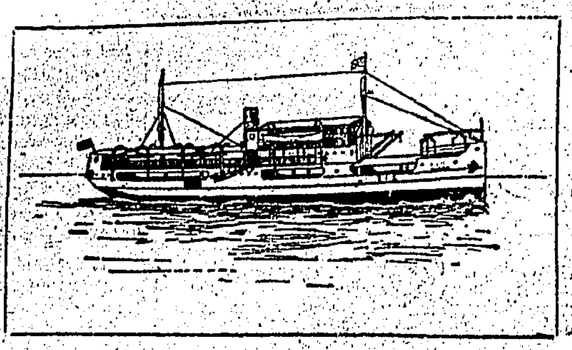

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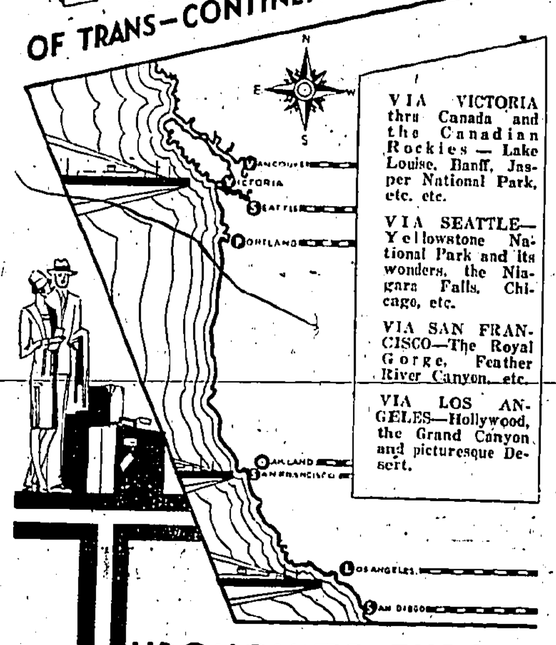

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Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.
TELEPHONES—
Business Office: 20022.
Editorial Department: 24641.
Cable Address:—Mail, Hong Kong.
All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.
London Offices:—S. H. Bywaters & Co., Ltd., 36-38, Southampton Street, Strand, W.C.2.
Hong Kong, Thursday, Sept. 4, 1930.

CHINA'S TRADE.

The British manufacturer who is interested in witnessing China's development as an ever expanding market for British goods, must look forward at the same time to correspondingly larger purchases of Chinese commodities by the British trading public. A progressively prosperous Chinese-British trade thus becomes a matter of nice economic adjustment, so that the wants of the one people may harmonise with the surpluses of the other, and vice versa. In other words what can the one buy from and sell to the other to the mutual advantage of both?

China remained for many centuries economically independent of the rest of the world. Its people were not concerned with either the purchases of goods from abroad or the sales of their commodities to other peoples. Foreign traders had to pound long and hard at China's gates before they were admitted. Even then admission continued for decades on a very restricted basis. This fact is reflected in the painful slowness with which China's foreign trade developed beyond the few commodities which for so many decades constituted the vast bulk of its imports and exports. Up to the year 1870 China's imports were comprised almost entirely of cotton piece goods, opium, and silver, and its exports of silk and tea.

"To-day lists of commodities which figure prominantly in both the imports and exports of this country embrace several hundreds of items, with prospects of an ever expanding range of varieties in these trade lists," writes M. Julean Arnold, American Commercial Attache to China, on "The Future of China's Export Trade."

And it is true. Nothing more forcibly illustrates the potentialities in the growth of China's foreign trade than its present-day contrast with modern countries possessing many similar physical characterstics. During the twenty-five years from 1878 China's foreign trade advanced three-fold, while during the last quarter of a century it increased four-fold.

China is now at the inception of modern economic advancement. Its people are now receptive to what the Western world may have to teach. They are learning to articulate as a unit. They are now, for the first time in their history, concerned with the taking of an inventory of their physical resources, to the end that these may be utilised better to advance the welfare of their people. It will take time to set the whole country on the road to modern economic, social, and political advancement, but sufficient progress has already been made in this direction to convince the nations of the earth that the Chinese people have turned their eyes from the past and are now determined to tune in with modern conceptions of civilisation.

Under these newer developments, it is difficult to forecast the nature and extent of the growth of China's foreign trade. There are observers from without who predict that China will follow the course pursued by Japan and rapidly emerge as a great shipping and industrial nation. Those who make this prediction fail to take cognisance of the fundamental differences between the two countries. Japan, like the United Kingdom, is an insular country, with limited natural resources. It is only natural for Japan to develop rapidly as a modern industrial and shipping nation. On the other hand, China is comparable with the United States. It is a country of vast continental area, with a great store of latent natural resources, with large areas of new lands, awaiting economic transportation to open them up for agriculture and other economic developments.

China will require large sums of imported capital to assist in building up the country along modern economic lines. With the greater expansion of its internal trade, it is not unreasonable to presume that the world will witness a vast growth in the country's foreign trade. China will need great quantities of foreign machinery and other equipment to assist in its internal development. It will have to increase its exports very considerably to meet its greater imports.

As China develops internally along modern economic lines, it is conceivable that a favourable trade balance will be one of the results. Vast areas of new lands have been thrown open to exploitation and a surplus of exportable commodities produced. Naturally, any substantial advances in China's import trade must be predicated upon a corresponding growth in its exports.

News in Brief.

One case of typhoid fever was notified yesterday.

The forthcoming wedding is announced of Mr. Robert Gordon, No. 354, The Peak, Hongkong, to Miss Blanche Ida Marshall, No. 7, Kelmscott Gardens, Shanghai.

The Hon. Treasurer of St. John Ambulance Brigade acknowledges with thanks the receipt of the following donation to Brigade Funds. —Mr. Fung Kong-un, $100.

Mr. E. Schroter, of Conduit Road, has reported to the Police that while his motor car was parked in Conduit Road yesterday, someone stole his radiator cap and Automobile Association badge.

The Spirits Festival was gaily celebrated at Repulse Bay Hotel last night, when the Chinese staff of the Hotel gave a Chinese dinner. The Hotel residents were guests of the staff, and there were many visitors who were hospitably entertained. The dinner was served in the Chinese quarters, which were brightly decorated with flags and flowers and illuminated with coloured lights. Chinese plays were given on two specially built stages.

Cheung Pat-yau (55), a beancurd maker, living at Pat Heung village is alleged to have been murdered on the afternoon of September 1. He was found by the Police at Au Tau at 5.45 p.m., buried on the hillside at Sheung Tse. In connection with the affair, a warrant has been issued for the arrest of a former Police constable, who resigned about three years ago. The victim's remains were removed to the Kowloon Public Mortuary.

The members of the H.K.-S. Battery Brigade R.A. (British Staff) Sergeants' Mess held a successful whist drive at Gun Hill Club on Tuesday. Twenty tables were occupied, and a thoroughly enjoyable evening was spent. Prizes were won by:—Ladies—Mrs. C. Elkin 1; Mrs. C. Dyer, 2; Mrs. Mitchel 3; Mrs. Foster, 4; Men—P. O. Hurd 1; Mr. Webb, 2; Mr. Sequeira, 3; Mr. Hillyer, 4. The Mess is holding a whist drive on the first Tuesday in each month, followed by a social and the attendance at the opening one on Tuesday shows that it is appreciated. The Committee, with B. O. M. S. Hill as M.C., are to be congratulated on this enterprise.

CROPS DESTROYED.

EFFECT OF HURRICANE IN THE LEEWARDS.

Rugby, Yesterday.

It is reported that a hurricane of considerable intensity passed over Dominica on September 1, causing considerable damage to public and private property.

There have been two deaths and it is feared that all crops have been destroyed.

So far as is known other islands in the Leeward Group have not been affected.—British Wireless Service.

QUEEN IN SCOTLAND

PAYS PRIVATE VISIT TO EDINBURGH.

Rugby, Yesterday.

H.M. the Queen paid a private visit to Edinburgh to-day, and after making purchases at antique dealers took lunch at Holyrood Palace. Later she visited the National Gallery and Edinburgh Castle, where, with the Duke of Atholl, she inspected the splendid War Memorial which has been erected since her last visit to the City.—British Wireless Service.

IMPERIAL PARLEY.

PREMIERS' SPEECHES NOT TO BE BROADCAST.

SPECIAL RADIO TALKS.

Rugby, Yesterday.

The proposal which had been considered of broadcasting the speeches of the Prime Ministers at the opening session of the Imperial Conference on September 30 has been abandoned, but arrangements have been made for special broadcasts to be given by each of the six Prime Ministers during the period that the conference is meeting.

It is stated that similar arrangements may be made for broadcasting speeches by the leading delegates to the Indian Round Table Conference, which will be held in London after the Imperial Conference has completed its work.—British Wireless Service.

WAITRESS HIT.

GANG OF BULLIES IN KOWLOON.

POLICE ON THEIR TRACK.

"It is very hard on these teahouse waitresses because they have hardly any protection" remarked Detective-Inspector C. P. Fallon today when he charged a Hoklo before Mr. T. S. Whyte-Smith with assault on a waitress.

Prosecuting, Inspector Fallon said that between 12 and 1 a.m. yesterday the complainant was walking alone in Nathan Road, when the defendant accosted her and demanded money, because he had got her work at a restaurant. She refused, and he struck her several blows. He ran away and was arrested by a Chinese detective.

Inspector Fallon pointed out that the defendant was one of a gang who always caused much trouble round about the Majestic Theatre. The Police were trying to wipe out this "very bad gang" of Hoklos.

His Worship: You are convicted of this. Do you admit a previous conviction for larceny from the person in 1928?

Defendant: Yes, I was convicted, but I was not really guilty!

The Magistrate: Three months' hard labour.

INVOLUNTARY TRIP.

Mr. T. S. Whyte-Smith, at the Kowloon Police Court this morning, withdrew a charge of stowing away from Shanghai to Hong Kong on the steamer Kentucky, to which a Shanghai man pleaded guilty yesterday and was remanded.

Sergeant Shepherd informed the Magistrate that the man was taken to the S.C.A. yesterday and was later sent to the Tung Wah Hospital on account of illness.

Sergeant Shepherd added that the S.C.A. were sending the man back to Shanghai soon.

AUGUST RAIN.

The following is the record of rainfall during August at the Botanic Gardens:—

August.	Inch.
1	.41
2	1.27
4	.03
12	.08
13	.10
14	.01
15	.01
20	.88
21	1.73
22	.08
23	.06
24	.47
25	.08
29	.01
Total	5.22

FATE OF NANNING.

Canton, Yesterday.

A telegram from Nanning to a local merchant yesterday announced the capture of Nanning city last Saturday, together with two thousand rifles.

The same message asked that cargo be sent up immediately. The rebel forces retreated northward.—Canton News Agency.

EX-PREMIER'S VISIT.

Peking, Yesterday.

The ex-Premier of Belgium, M. Vanderveld, arrived to-day and is staying at the Belgian Legation, where many receptions and other social functions have been arranged for the next few days.—Reuter.

EXPRESS DERAILED.

Mukden, Yesterday.

The express from Changchun to Mukden was derailed to-day at Changtu. The locomotive crew were killed.

The train was delayed five hours.—Reuter.

NEW GOVERNMENT.

PERSONNEL OF THE CABINET IN PEKING.

DR. KOO, FOREIGN MINISTER.

Tientsin, Yesterday.

Prior to their departure to Taiyuan, Chia Ching-teh, chief secretary of Yen Hsi-shan, and Tan Chen, leader of the Western Hill Group, went to Wang Ching-wei's residence on Sunday last, where they suggested a list of names to be appointed Ministers in the coming new Government. When they arrived at Taiyuan, a meeting was immediately held, announcing the following appointments:

Dr. Wellington Koo, Minister of Foreign Affairs; Shen Hung-lieh, Minister of the Navy; Tang-Ye-hwo, Minister of Education; Liang Yu-chou, Minister of Finance;; Chia Ching-teh, Minister of Communications; Lu Chung-lin, Minister of War; Sih-Tu-pe, Minister of the Interior; Hu Tsung-to, Minister of Industry, Commerce and Labour; Chu Hsou-kwong, Minister of Justice; and Lo Wen-kan, Minister of Agriculture and Mining.—Canton News Agency.

From Other Sources.

Peking Yesterday.

Marshal Yen Hsi-shan has sent a telegram to the Kuomintang Plenary session accepting the chairmanship of the State Council, "in spite of my lack of ability and knowledge," in view of the need for prosecuting the war against Chiang Kai-shek.

Yen Hsi-shan is expected in Peking shortly, when the first meeting of the State Council will be held. At this meeting the names of the Cabinet members will approved, whereafter they will be gazetted.

The Council will meet at the former Cabinet Office, which is at present being used by the Chihli provincial Assembly. The latter will move to Tientsin or Paotingfu.

A mandate will shortly be issued cancelling the name "Peiping," and restoring "Peking".

Mr. Wellington Koo arrived today and interviewed Wang Ching-wei this afternoon, when it is believed he discussed his taking up the post of Foreign Minister and other matters connected with the new Government.—Reuter.

Our Sports Diary

LOCAL.

Water Polo — To-morrow—Kowloon v. Chinese Bathing Club.

Lawn Tennis — To-day—Hong Doubles Final, H.K.C.C.

Friday — Division I.—H.K.C.C. v. I.R.C.

Lawn Bowls—Friday—Taikoo Dock v. Kowloon Dock (Dorman Cup), 5 p.m.

Saturday—Division II.—Taikoo R.C. v. Yacht Club; K.B.G.C. v. C.S.C.C.; K.D.R.C. Green (play-off).

Sunday — Inter-Departmental Contest. C.S.C.C. green; Police v. C.S.C.C.

Football — To-day — Annual General Meeting of Referees' Association, 5.30 p.m.; H.K.F.C.—Extraordinary meeting, 5.30 p.m.

Tuesday—Council meeting, 5.30 p.m.

September 27—Chinese v. Rest of the League, Happy Valley.

Golf—Friday—Annual meeting of Kowloon Golf Club, Y.M.C.A., Kowloon, 6.15 p.m.

Aquatics — Saturday — Entries close for Police and Prison Departments aquatic sports, V.R.C. Night Fete.

September 13 — Police and Prison Departments Aquatic Sports, V.R.C.

Baseball—Saturday—Texaco v. Filipino Club.

Sunday—Jananese v. Kloras.

Cricket — September 9 — Cricket League's annual meeting, Sanitary Board Room, P.O. Building, 5.15 p.m.

HOME.

Racing—September 10—St. Leger, Doncaster.

September 12 — Doncaster Cup.

Ten Years Ago.

(From the "China Mail" of September 4, 1920.)

To-day's dollar is worth 4/- 2⅞.

* * *

A daring daylight robbery was attempted in Queen's Road Central yesterday afternoon, when a Chinese money-changer was attacked in the street by a man with a dagger.

After stabbing the money-changer from behind, the robber attempted to steal $500 from his person, but in spite of his injury, the wounded man pluckily grappled with his assailant, and held him until the arrival of the Police, when he collapsed from loss of blood.

SARDINES UNFIT FOR FOOD.

Series of Prosecutions in Kowloon.

OFFENSIVE ODOURS.

Mr. L. R. Andrewes, assistant Crown Solicitor, appeared at the Kowloon Magistracy this morning before Mr T. S. Whyte-Smith to prosecute in several summonses against Chinese shop dealers in Reclamation Street, Canton Road and Shantung Street, for the alleged sale of Sea Brand Sardines, which were unfit for food.

3,200 Tins Discovered.

Mr. Andrewes said that Lei Wu, of 16, Reclamation Street, third floor, was charged with the unlawful possession of 3,200 tins of sardines on July 16. The facts were that on July 17, Senior Sanitary Inspector A. K. Taylor visited the place and found a boy on the third floor of 16, Reclamation Street, also a large quantity of Sea Brand sardine tins. They obstructed the passage and were out of shape. He communicated with the Medical Officer of Health (Dr. G. W. Pope), who on arrival carried out a thorough examination of the floor. The 3,200 tins were more or less bad, and the smell was most offensive. They also found a certain amount of equipment (exhibited in Court) and this led to the information that the boy was engaged in puncturing these tins to set free any poisonous gases inside, and by means of wooden blocks the blown tins of sardines were then pressed back into their proper shape, resoldered, cleaned and relaid so as to give the appearance of perfectly normal tins. Inspector Taylor enquired who rented the place, and the boy led him to the Cheung Tai Grocery shop, 58, Reclamation Street, where he found that Li Sui-fai was in charge.

He questioned Li, who denied renting the place. At any rate later in that day Inspector Taylor again visited the shop and on that occasion he saw Lei Wu.

Offensive Smell.

Continuing, Mr. Andrewes said that in the second summons Ho Sit was charged with the unlawful possession of 1,180 tins of sardines at 985, Canton Road, and 12 tins of the same Sea Brand at 32, Shantung Street. The latter charge also related to Ho Leung In this case, Mr. Andrewes said that the facts were that on July 18 Inspector Taylor was in Canton Road and near No. 985 his attention was attracted by a very offensive smell of sardines. He found the door was locked. A boy from 32, Shantung Street brought the key and opened it. Inspector Taylor found it to be uninhabited, and went through to the back yard where he found a quantity of Sea Brand sardines in tins to the number of 1,180. He asked Lei Wu whether or not he knew anything about it, and he denied all knowledge. Ho Sit, however, was also there and he overheard the conversation. He advised Lei Wu not to tell lies to Inspector Taylor. He then admitted.

Surprise Visit.

Inspector Taylor then suspected that there might be some tins at 32, Shantung Street, so he went there, and after carrying out a search found 12 tins under the counter. Then on July 18, in the night, Ho Sit accompanied by Lei Wu paid Mr. Taylor a surprise visit at his residence. There Ho Sit voluntarily admitted that he was in possession of the 1,180 tins of sardines, also the twelve tins.

Mr. Andrewes pointed out to the Magistrate that to get a conviction in these cases, it was necessary to prove three facts:—

1 That the sardines were unfit for food for man.
2 That they were intended for sale.
3 That they were intended as food for man.

Evidence of M.O.H.

The first witness called was Dr. George William Pope, Medical Officer of Health, who said that at 4.45 p.m. on July 17, by appointment, he went to the third floor of 16, Reclamation Street, where he saw a large number of tins of sardines. Some were in cases and some were not.

He examined them, and some tins were burst open. Other tins were, more or less, oozing out with the sides absolutely convexed. All were somewhat rusty, and smelt very offensively. He had them removed to the Kowloon Disinfecting Station and on July 19, recommended, on Mr. G. R. Sayer's instructions, that the tins be destroyed.

The case is proceeding.

A rich man, lying on his deathbed, called his chauffeur, and said, "Sykes, I am going on a long journey, rugged and worse than you ever drove me."

"Well, sir," consoled the chauffeur, "there's one consolation—it's all downhill."

FORGED NOTES IN A SOCK.

Very Clever Imitations Genuine.

A POOR DEFENCE.

Leung Chai, alias Leung Kam-chuen, unemployed, Leung Sai-wai, master of the Kwong Wing Lam shop, 158, Reclamation Street, and Chau Tim, also unemployed, appeared this morning before Mr. T. S. Whyte-Smith charged jointly with the unlawful possession of six forged $100 bank notes of the Chartered Bank of India, Australia & China.

Detective-Inspector C. P. Fallon was prosecuting officer, while Mr. Leo d'Almada, sen., appeared for the defence, of the second man, and pleaded not guilty.

First defendant pleaded: "Some friend or friends have given those bank notes to the second defendant and a friend of mine told me that he wanted to see them. So I got the notes from the second defendant for the purpose of showing them to my friends."

Third defendant pleaded: "I was out for a walk with the first man and I don't know anything about the notes. When he was arrested, I was arrested too."

Outlining the case, Inspector Fallon said that about 7 p.m. on September 2 two Chinese detectives, acting on information, stopped the first and third men in Shanghai Street.

After a search, the notes were found wrapped up in paper in the first man's left sock. They were taken to the Yaumati Police Station where the first man took Inspector Fallon to 158, Reclamation Street, where he pointed out the second defendant as the man who gave him the notes in a kitchen, but nobody else was present.

Continuing, Inspector Fallon said that he searched the place and found $107. This amount he took over to the bank yesterday and they certified the money as all genuine. There was no evidence against the second and third defendants except on the word of the first man. "In fairness to the first man," said Inspector Fallon, "I had the other two also charged. People think that the Police are going to let the second and third defendants off because they are Police informers, but I can satisfy your Worship that they are not Police informors."

Expert Evidence.

Mr. J. M. Pinna, confidential clerk to the accountant of the Chartered Bank, said that the six notes were very clever forgeries, except for the signature in the left hand corner. The index numbers were not clear, the white lines very prominent, and the red colouring at the back of the notes were much darker, in comparison with the genuine notes.

The Magistrate asked if the case was to be a committal one, and Inspector Fallon replied: "I have been advised to ask for it to be dealt with summarily."

Detective P.C. Ip Chak gave corroborative evidence of arrest.

Mr. Whyte-Smith remarked that the defence of the first man was very poor, and sentenced him to six months' hard labour. Second and third defendants were discharged.

FIVE-YEAR PLAN.

PEASANTS BLAMED FOR LOW OUTPUT.

COMMUNISTS' APPEAL.

Riga, Yesterday.

Central Committee of the Communist Party has appealed to all Party organisations and Trade Unions to unite in an endeavour to save the five year plan, as during the last nine months many very important industries realised only 50 per cent. of the output expected this year. The appeal blames the prosperous peasants and other "counter revolutionary wreckers" for the situation.—Reuter.

MISSING JUDGE.

FEAR THAT HE WAS VICTIM OF FOUL PLAY.

DETECTIVES BAFFLED.

New York, Yesterday.

It is just revealed that His Honour J. E. Crater, Judge of the Supreme Court, New York State, has been missing since August 6. Detectives are completely baffled. Judge Crater was in the best of spirits when he left a broker's office on the [illegible] August 6 with [illegible] pocket [illegible]

ROUND THE CINEMAS

MUSICAL COMEDY STAR AT HOME IN FILM.

"BROADWAY MELODY."

Charles King, celebrated star of many musical comedies and popular baritone of Broadway, made his screen debut in Metro-Goldwyn-Mayer's all-talking, all-singing, all-dancing production, "The Broadway Melody," now playing at the Queen's Theatre. So successful was this first screen portrayal of his that he has been given a long-term contract by M-G-M and will appear in several musical comedy films in the future.

This gorgeous dramatic sensation, filmed with the flare tinsel of Broadway's back-stage life as a background, features Anita Page and Bessie Love in a "sister act" with a bevy of chorus girls straight from the stage in a beautiful musical comedy. But there is much more to it than its musical revue episode. The plot is a dramatic one interspersed with heart throbs, pathos, tears, romance, laughter and philosophy, a certain stoical philosophy, founded on the age old slogan, "the show must go on."

"LET'S GO PLACES."

Many actors and actresses have achieved a reputation on Broadway by their performances in dozens of plays, but to reach this goal on the basis of only one show is something else again.

Dixie Lee, however, won the honour of being rated as one of the best "blues" singers in New York by her work in the "Good News" company, a part into which she stopped with only a few weeks' previous stage training in a road company of the same production. This performance also brought her a contract with Fox Movietone, for which she has made several recent talkies, including the "Fox Movietone Follies of 1929," "Why Leave Home?" and Seven Faces."

Her latest role is that of the cabaret entertainer in "Let's Go Places," Fox Movietone musical extravaganza directed by Frank Strayer, which has its initial showing at the Queen's Theatre on Sunday. Her singing and dancing are features of both the spectacular "Show Ball Man" ballet and of the Hollywood "party" sequences in this hilarious production, in which she is to feature with Joseph Wagstaff, Lola Lane, Sharon Lynn, Frank Richardson, Walter Catlett, Ilka Chase and Charles Judels.

"THE DANCE OF LIFE."

What a glorious entertainment was presented to audiences at the Central Theatre last night! Words fail to describe its perfection: It has everything, a romantic story, colour, sound, dialogue, fun, drama. It absorbs the mind and heart in a great pulsating story! It is one of the greatest things the screen has ever offered.

"The Dance of Life" is the picture which opened its seven days' run at the Central Theatre last night. It is the world-famous stage success, "Burlesque," on the screen.

Hal Skelly re-lives the role of "Skid", which he created for the stage play, and, in "The Dance of Life," he is doubly effective with Nancy Carroll, the charming heroine of many delightful pictures, opposite him.

"The Dance of Life" is talking throughout. It is one of the most adaptable subjects offered the dialogue screen. Music works into the plot naturally. Catchy and new songs, especially written, are heard, intermingled with a group of old-time favourites. The settings are marvellous, from the back-stage burlesque house, with its chorus of 180 pound "queens," to the magnificent "Follies" sequence, shown in natural colour, with full sound, in which more than eighty beautiful show-girls take part.

SILVER SALES.

CHINA'S PURCHASING POWER REDUCED.

Nanking, Yesterday.

The Finance Minister stated today that China is continuing informal discussions with Britain regarding silver sales by India, and is cabling further instructions to the Chinese Minister in London on the subject.

The Chinese Minister recently pointed out to the British Government that China's purchasing power had been reduced and her [illegible] adversely affected by the silver [illegible] Department of Industry of country for China. Reference was made to the difficulty of China meeting her gold obligations, introducing monetary reforms and settling her arrears of debt. The hope was expressed that the Indian Government would withhold silver sales at low levels.—Reuter.

Simla, Yesterday.

The Indian Government in a communique states that there is no foundation for a Shanghai report that the Government of India has negotiated the further sale of 40,000,000 ounces of silver with a Chinese banking corporation.—Reuter.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.

To-day:—H.K.V.D.C. (Portuguese Co.), annual dinner and dance, Club de Recreio, 7.45 p.m.

Entertainments.

To-day — Queen's Theatre. "Broadway Melody."
To-day — Central Theatre "The Dance of Life."
To-day—World Theatre, "Three Passions."
To-day — Star Theatre, "Mare Nostrum."
To-day — Majestic Theatre: "The Secret Hour."

Sports

See Special Sports Diary on page 6.

Home Mails.

To-day—Inward from Europe via Siberia (Oldekerk).

To-morrow—Inward from Europe via Negapatam (Takada); Outward for Europe via Siberia (Tjibesar), 10.30 a.m.; for Europe via Marseilles (Katori Maru), 6 p.m.

Land Sales.

Sept. 8—At P.W.D. Offices, two lots of Crown land at Mong Kok Tsui and Ma Tau Chung respectively, 3 p.m.

Meetings.

To-morrow—Hong Kong Club General Meeting, Club House, 5.30 p.m.

To-morrow—Sixth Annual Meeting of the Kowloon Golf Club, Y.M.C.A. (Kowloon), 6.15 p.m.

September 23—Extraordinary general meeting of the Dairy Farm, Ice & Cold Storage Co., Ltd., Exchange Bldg. (1st floor), Des Voeux Road Central, 11 a.m.

Lammert's Auction.

To-morrow—At Sales Room, Duddell Street, postage stamps, 5.15 p.m.

Miscellaneous.

To-day—Presentation to Mr. C. H. Miles, Kowloon Football Club, 6 p.m.

To-day—Hong Kong Philharmonic Society Rehearsal of "The Yeomen of the Guard,"—Cathedral Hall, 8.45 p.m.

September 29—Hong Kong Stock Exchange Settlement Day for September.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:—

6 p.m.—Uncle Jeff, Uncle Dick and Aunty Pat will try to entertain the Kiddies.

6.30 p.m.—European Programme of Records selected and supplied by Messrs. Anderson Music Co.

Show of Shows—Selection, Regal Cinema Orchestra (DX15).

The Merchant of Venice—Incidental Music, Organ Solo, Quentin McLean (9585).

Tschaikowskiana (Hand), Paul Whiteman & Orchestra (9470).

Funny Face—A Few Drinks, Tell the Doc, Leslie Henson and Male Quartet, (9592).

Oh Kay—Vocal Gems (Gershwin), Columbia Light Opera Co. (9270).

Girl Friend—Selection, Pianoforte Solo by Billy Mayerl.

Zapateado (Sarasate), Serenade (Drigo), Efrem Zimbalist, Violinist (50162).

Marche Slav (Tschaikowsky), Regimental Band of H.M. Grenadier Guards (DX59).

The Shepherd on the Rock (Schubert), Bella Baillie, Soprano (9613).

Maritana Overture (Wallace), Columbia Symphony Orch. (50071).

Lionel Monckton Memories (Monckton), Debroy Somers Band (9881).

8 p.m.—Chinese Studio Concert.
9 p.m.—Weather Report.
10.30 p.m.—Close Down.

EXPLORERS' FATE.

Stockholm, Yesterday.

Swedish experts who specially went on board the Norwegian sealing vessel which landed the two bodies of the Andrée expedition party at Tromsoe have identified the remains as being those of Andrée and his companion Strindberg.—Reuter.

NEW ADVERTISEMENTS.

HONG KONG CRICKET LEAGUE.

THE TWENTY-FOURTH ANNUAL MEETING will be held at the Sanitary Board Room, Post Office Building (by kind permission) on TUESDAY, 9th September, 1930, at 5.15 p.m.

W. C. HUNG,
Hon. Secretary.
Hong Kong, 3rd Sept., 1930.

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NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at Exchange Building (First Floor), Des Voeux Road Central, Victoria in the Colony of Hong Kong, on TUESDAY, the 23rd September, 1930, at 11 a.m. in the forenoon, for the purpose of considering and if thought fit passing the following Resolutions as Ordinary Resolutions, viz.:—

(1) That the authorised capital of the Company (which is now $1,500,000 consisting of 200,000 shares fully paid up of the nominal value of $7.50 per share all of which have been issued) be increased from $1,500,000 consisting as aforesaid to $2,250,000 (consisting of 300,000 shares of the nominal value of $7.50 each) by the creation of 100,000 additional new shares of the nominal value of $7.50 each.

(2) (a) That 50,000 of the said 100,000 new shares be offered forthwith (in the proportion of one new share for every complete number of four issued shares held by them respectively) to the persons who on the 23rd day of September, 1930, are registered in the Company's Share Register as the holders of the said 200,000 issued shares at a premium of $7.50 per share and so that on acceptance of the offer the nominal value due in respect of such new shares plus the said premium of $7.50 per share (making $15.00 per share) shall be payable in full. Such new shares (when allotted) shall rank for dividend as from the First day of January, 1931, and in all other respects pari passu with the shares constituting the Company's present issued capital.

(b) That such offer as aforesaid be made by notice specifying the number of new shares to which the member is entitled and limiting the time or times within which the offer if not accepted by the member either on behalf of such member or his nominee will be deemed to be declined and that the Directors be at liberty to fix such respective times and to extend such times to such date or dates and upon such terms as they may think fit and further that any of the said 50,000 new shares which shall not be taken up by the Company's shareholders in manner aforesaid be disposed of in such manner at such time or times and upon such terms as the Company's Directors shall in their absolute discretion see fit.

(c) That no shareholder shall be entitled to claim for a fraction of an additional new share in respect of any odd share held by him.

(d) That the remaining 50,000 new shares constituting the Company's unissued capital be issued at such time or times in such manner and for such purposes and upon such terms and conditions in every respect as the Company's Board of Directors may decide.

NOTICE IS ALSO HEREBY GIVEN that the Register of members of the Company will be CLOSED from the 17th to 23rd September, 1930, inclusive, during which period no transfer of shares can be registered.

Dated this 4th day of September, 1930.

By Order of the Board,
M. MANUK,
Secretary.

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9109-10—Aldershot Searchlight Tattoo.
9065—Martial Moments—March Medley.
9694—Fantasia on 17th Century Music.
9221—The Rose—English Melodies.
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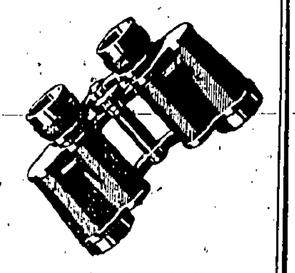

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HONG KONG BENEVOLENT SOCIETY

Sport Columns

CRICKET.

ENGLAND CAPTAIN'S HALF-CENTURY.

KEEN ATTACK.

Folkestone, Yesterday.

With their county programme completed, the Australians travelled to Folkestone to meet a representative England eleven.

The tourists fielded and, at the close of play, had captured half the wickets for 249 runs. Hammond and R. E. S. Wyatt were associated in a good partnership, Hammond scoring 54 and Wyatt 51.

Score:—

England XI: 249-5.

—Reuter.

"SPEAKING HANDS."

MARKS OF A BOWLER'S BUSINESS.

GRIMMETT AND MAILEY.

"His fingers are all thumbs" is a proverbial expression applied to a clumsy person. It is hard to see the justice of the saying for, after all, a man's thumbs are the most versatile and adaptable of his digits. In the case of Arthur Mailey, the googly bowler who played in the Australian Test teams which toured England in 1921 and 1926, and is with the present team as an observer, his fingers are not all thumbs, but one finger of the right hand seems to have tried to emulate a thumb in one respect.

This finger is very markedly thicker than the other fingers (as apart from the thumbs) of either hand. It has broadened and flattened out till it is over a quarter of an inch wider than the corresponding finger of the other hand.

This is the finger with which Mailey gets his spin as a googly bowler. As a result of continual contact with the ball in achieving this spin, the finger has not only been roughened, but has been flattened out and forced to spread to each side as it were.

No doubt a really scientific observer who met Mailey, without knowing who he was or even whether he was a cricketer, would be able to deduce from seeing his finger just what kind of bowler he was.

No one has yet made a scientific study of cricketers' hands, but the thing has interesting possibilities. Incidentally, if bowling can alter the shape of a bowler's finger, may it not affect his fingerprints by obliterating some of the lines?

Hard-Working Grimmett.

Bowling does not seem to have left such permanent effects on the hands of Grimmett. His feat in taking 10 for 37 and the other efforts which made him the hardest-worked man in the Australian team till the selectors set him free to wander round London with a camera during the match against Derby, and the rain spelled him for two days out of the three put down for the match against Surrey, left him with blisters on his hands. It looks as if his hands will have become calloused by the time this tour has ended.

None of the other bowlers carries with him such an obvious trademark as Mailey. And though not one of them has been bowling nearly as long as Grimmett, their hands do not show the effects as his do. Still they have not had such a spin as he has.

Hornibrook has excellent hands for a bowler, strong and supple. With his six wickets for five against Essex, described by an English newspaper as a painful extraction of the stumps by the Brisbane dentist, he suggested that he may yet justify the hopes of those who have thought that he might prove one of the world's greatest bowlers.

The Case of Hornibrook.

One of these is Edgar Mayne, now on a visit to England. Mayne was musing the other day on the wonderful career that he foresaw for Hornibrook when the young Queenslander flashed into prominence about ten years ago.

"I thought to myself that he looked like being perhaps the greatest bowler that Australia had ever produced," said Edgar. "He has done well, and now he has got his chance in a Test tour in England. Yet so far he has not realised the expectations that were formed then. Wondering why this was so, I puzzled out what seems to me to be the explanation. Various authorities were greatly taken with him, and kindly gave him advice about developing his gift. Being a grateful and well-intentioned lad he tried to follow the various methods that they laid down for him. As they varied widely in their ideas he tried to go several ways at once, and naturally found it a little hard to get anywhere in particular."

As to batsmen, they do not seem to carry any special trademarks. Bradman's hands would probably yield very interesting results if studied by an expert, but to a casual observer they look very much like other hands.—Sydney Sun.

WATER POLO.

CHINESE ATHLETIC DEFEATED BY V.R.C.

Last night's water polo game at the V.R.C. bath was between the V.R.C. and the Chinese Athletic. The game was a thrilling one, and the Chinese went all out to score. They held the strong V.R.C. combination until right up to a few minutes before the end, when they loosened their cordon.

The V.R.C. was thus able to send the ball twice into the net, and left the bath winner by 2 goals to nil.

The teams were:

V.R.C.—Gittins, Laing, Soares, Stewart, Roza Pereira, Remedios, Knight.

Chinese Athletic.—Shui Tim-lim, Fung Kwok-wah, Chan Sze-lok, Ng Kam-chuen, Choi Chat-lam, Tam Chee-kam, Lam Yui.

Mr. May was referee.

BASEBALL.

RESULTS IN THE AMERICAN LEAGUES.

New York, Yesterday.

The following are the results of National and American Baseball League games played to-day:—

National League.

Pittsburgh	9	Chicago	6
Boston	3	New York	5
Boston	11	New York	7

American League.

Philadelphia	11	Boston	4
New York	10	Washington	7

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BIG SEASON COMMENCES AT THE QUEEN'S

6 ULTRA FEATURES 6

ALL FOR SEPTEMBER.

SUNDAY TO THURSDAY, SEPTEMBER 7th TO 11th.

"LETS GO PLACES"

LOLA LANE — JOSEPH WAGSTAFF — SHARON LYNN — DIXIE LEE.

FRIDAY TO MONDAY, SEPT. 12th TO 15th.

"CAUGHT SHORT"

MARIE DRESSLER — POLLY MORAN.

TUESDAY TO THURSDAY, SEPT. 16th TO 18th.

"CHILDREN OF PLEASURE"

LAWRENCE GRAY — HELEN JOHNSON — BENNY RUBIN.

FRIDAY TO MONDAY, SEPT. 19th TO 22nd.

"DIVORCEE"

NORMA SHEARER — CONRAD NAGEL — ROBERT MONTGOMERY.

"REDEMPTION"

JOHN GILBERT.

"IN GAY MADRID"

RAMON NOVARRO.

THE
HONG KONG
PENINSULA HOTEL:
HONG KONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL
AND
SHANGHAI
ASTOR HOUSE: PALACE HOTEL.
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LIMITED
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POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS

From	Per
THURSDAY SEPTEMBER 4.	
Shanghai and Swatow	Sui Yang
Shanghai and Europe via Siberia (London August 16)	Oldekerk
FRIDAY, SEPTEMBER 5.	
Japan	Tjiliwang
Europe via Negapatam (Letters and Papers London, August Aug. 7)	Takada
Japan and Shanghai	Katori Maru
SATURDAY, SEPTEMBER 6.	
Shanghai and Swatow	Shantung
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Aug. 8) & Europe via Siberia (London, Aug. 18)	President Adams
SUNDAY, SEPTEMBER 7.	
London (Parcels, July 31) and Straits	Teucer
MONDAY, SEPTEMBER 8.	
Calcutta and Straits	Yuen Sang
U.S.A., Honolulu, Japan and Shanghai (San Francisco, August 15)	President Pierce
Australia and Manila	St. Albans
WEDNESDAY, SEPTEMBER 10.	
Java	Tjikini
Sandakan	Tjipanas
FRIDAY, SEPTEMBER 12.	
Japan and Shanghai	Mantua
MONDAY, SEPTEMBER 15.	
Saigon	Andre Lebon

OUTWARD MAILS

For	Per	
THURSDAY, SEPTEMBER 4.		
Swatow	Hydrangea	3 p.m.
Saigon	Halvard	3.30 p.m.
Samshui & Wuchow	Kong So	4 p.m.
Pakhoi and Haiphong	Changkiang	5 p.m.
FRIDAY, SEPTEMBER 5.		
Shanghai and *Europe via Siberia	Tjibesar	10.30 a.m.
Wei-Hai-Wei via Swatow and Foochow	Kueichow	10.30 a.m.
Manila, *Sandakan, Australia and New Zealand via Thursday Island	Tanda (Due Thursday Island, Sept. 20.) Parcels Sept. 5, Noon. Registration 1.45 p.m. Letters 2.30 p.m.	
Swatow, Amoy & Foochow	Hai Yang	1 p.m.
Cebu	Nateus	2 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Katori Maru (Due Marseilles, Oct. 6.)	
K.P.O. Registration Sept. 5, 4.30 p.m. Letters 4.30 p.m.	G.P.O. Registration Sept. 5, 5 p.m. Letters 6 p.m.	
Tourane	Chung Kong	5 p.m.
SATURDAY, SEPTEMBER 6.		
Swatow	Chengtu	10.30 a.m.
Sandakan	Hin Sang	10.30 a.m.
Rabaul	Bremerhaven	Noon.
Amoy	Antung	5 p.m.
Hoihow, Pakhoi & Haiphong	Tean	5 p.m.
Foochow via Swatow	Chip Shing	5 p.m.
SUNDAY, SEPTEMBER 7.		
Swatow, Amoy and Formosa	Hozan Maru	9 a.m.
Bangkok via Swatow	Kiangsu	9 a.m.
MONDAY SEPTEMBER 8.		
Hoihow	Kwei Yang	10.30 a.m.
Amoy	Yuen Sang	5 p.m.

*Superscribed correspondence only.

V.R.C.

PRELIMINARY HEATS FOR FETE.

A FINE DISPLAY.

In the Victoria Recreation Club's bath last evening, the heats were held of four swimming events for the Championship of the Colony, the finals of which will be decided at the Club's next gala to be held on Saturday night. Some fine swimming was seen, particularly in the ladies' and men's 100 yards free style, in both of which thrilling races were seen the winners getting in only by a touch. The results were as under:—

Men's 100 Yards Free Style.

1st Heat: 1, W. Lawrence, 60.2/5; 2, R. Amery, 61; 3, S. V. Gittins, 61.1/5 secs.

2nd Heat: 1, T. Pagett, 62.4/5; 2, Leung Siu-man, 63; 3, Lt.-Comdr. Havers, 63.4/5 secs.

Finalists: Lawrence, Pagett, Gittins and Amery.

Men's 100 Yards Breast Stroke.

1st Heat: 1, Wong Kong-ting, 81.4/5; 2, W. Foraita, 82.4/5; 3, Yeung Han-wa, 83.

2nd Heat: 1, Tan Chin-hing, 79.4/5; 2, H. M. Remedios, 84.1/5; 3, Li Kee-yueng, 90.

3rd Heat: 1, Wong Kee-chuen, 93.3/5. He swam the distance alone in this heat.

Finalists: Wong Kong-ting, Tan Chin-hing, Wong Kee-chuen and W. Foraita.

Ladies' 100 Yards Free Style.

1st Heat: 1, Miss E. Scull, 83.2/5; 2, Miss E. Allen, 84.2/5; 3, Miss Yeung Son-king, 109.

2nd Heat: 1, Miss M. George, 92; 2 Miss P. Hunt, 102.

3rd Heat: 1, Miss D. Hunt, 87; 2, Miss Anslow, 95.

Finalists: Miss E. Scull, Miss M. George, Miss D. Hunt and Miss E. Allen.

Boys' 100 Yards Free Style.

1st Heat: 1, A. Roza, 81.4/5; 2, E. Souza, 82.4/5; 3, A. C. Dalziel, 83.3/5.

2nd Heat: 1, J. Anslow, 79; 2, A. A. Rumjahn, 79.3/5; 3, R. M. Azim, 98.3/5.

3rd Heat: 1, R. B. Wood, 75.4/5; 2, L. M. Remedios, 85.

Finalists: A. Roza, Anslow, Wood and Rumjahn.

ST. LEGER.

ACCEPTANCES FOR BIG "CLASSIC."

London, Yesterday.

Final acceptances for the St. Leger are as follows:—

Algonquin.
Fairy Prince.
Lovelace II.
Grand Salute.
Singapore.
Diolite.
Rustom Pasha.
Utmajeur.
Christopher Robin.
Redeswood.
Seer.
Prince Paradise.
Rameses II.
Iliad.
Rock Star.
Parenthesis.

—Reuter.

FINE FEATHERS

Sharon Lynn in a scene from the Fox musical extravaganza "Let's Go Places" showing at the Queen's Theatre from Sunday.

HOME FOOTBALL.

(Continued from Page 1.)

Exeter City and Luton Town shared the points, as did Gillingham and Bristol Rovers and Watford and Norwich City.

Notts County improved their position at the experience of the "baby" of the League—Thames.

Wrexham Triumph.

In the Northern Section, Wrexham acted as hosts to York City and won by the odd goal in five.

Scores as cabled by Reuter are as under:—

Division I.

Derby Co.	4	Leeds Un.	1
Manchester C.	2	Blackpool	4
Middlesbro'	3	Manchester U.	1
Newcastle U.	1	Chelsea	0
Sheffield U.	3	Sunderland	3

Division II.

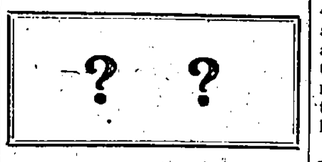
Bradford C.	2	Port Vale	1
Bristol C.	2	Plymouth A.	1
Bury	3	Cardiff C.	0
Everton	2	Preston N.E.	1
Reading	1	Oldham A.	3

Division III. (Southern).

Bournemouth	2	Queen's P.R.	0
Brentford	0	Northampton	4
Brighton	1	Southend U.	2
Exeter City	1	Luton Town	1
Gillingham	1	Bristol R.	1
Notts Co.	4	Thames	0
Swindon T.	4	Walsall	3
Torquay U.	3	Crystal P.	1
Watford	2	Norwich C.	2

Division III. (Northern).

Wrexham	3	York City	2



LEAGUE TABLES TO DATE.

Division I.

	P.	W.	D.	L.	Goals F.	A.	Pts.
West Ham	2	2	0	0	9	1	4
Aston Villa	2	2	0	0	6	3	4
Arsenal	2	2	0	0	8	2	4
Derby Co.	2	1	1	0	5	2	3
Leicester	2	1	1	0	3	2	3
Portsmouth	2	1	1	0	4	3	3
Chelsea	2	1	0	1	1	1	2
Birmingham	2	1	0	1	4	3	2
Newcastle	2	1	0	1	2	2	2
Bolton	2	1	0	1	4	4	2
Sunderland	2	0	2	0	6	6	2
Wednesday	2	1	0	1	2	3	2
Liverpool	2	1	0	1	2	8	2
Blackpool	2	1	0	1	5	6	2
Middlesbro'	2	1	0	1	3	4	2
Grimsby	2	0	1	1	2	3	1
Huddersfield	2	0	1	1	3	4	1
M'chester C.	2	0	1	1	5	7	1
Sheffield U.	2	0	1	1	4	6	1
Leeds Un.	1	0	1	1	3	6	1
Blackburn	2	0	0	2	2	4	0
M'chester U.	2	0	0	2	4	7	0

Division II.

	P.	W.	D.	L.	Goals F.	A.	Pts.
Tottenham	2	2	0	0	15	2	4
West Brom	2	2	0	0	7	0	4
Oldham	2	2	0	0	5	1	4
Bury	2	2	0	0	6	2	4
Wolves	2	2	0	0	6	3	4
Bradford C.	2	2	0	0	5	3	4
Everton	2	2	0	0	5	3	4
Stoke	2	1	1	0	4	2	3
Preston N.E.	2	1	0	1	6	2	2
Port Vale	2	1	0	1	6	4	2
Swansea	2	1	0	1	3	3	2
Barnsley	2	1	0	1	3	5	2
Bristol C.	2	1	0	1	2	4	2
Bradford	2	0	1	1	1	3	1
Notts Forest	2	0	1	1	3	4	1
Southampton	2	0	1	1	0	5	1
Plymouth	2	0	0	2	3	5	0
Cardiff	2	0	0	2	2	6	0
Charlton	2	0	0	2	2	7	0
Millwall	2	0	0	2	1	5	0
Reading	2	0	0	2	2	10	0
Burnley	2	0	0	2	1	10	0

Division III. (South).

	P.	W.	D.	L.	Goals F.	A.	Pts.
Northampton	2	2	0	0	8	1	4
Notts C.	2	2	0	0	6	1	4
Swindon	2	2	0	0	8	4	4
Fulham	2	1	1	0	3	2	3
Exeter	2	1	1	0	2	1	3
Queen's P.R.	2	1	0	1	3	2	2
Walsall	2	1	0	1	7	6	2
Newport	1	1	0	0	2	1	2
Gillingham	2	0	2	0	1	1	2
Brighton	2	0	1	1	1	2	2
Luton	2	0	2	0	2	2	2
Crystal P.	2	1	0	1	5	5	2
Torquay	2	1	0	1	4	3	2
Southend	2	1	0	1	4	5	2
Bournemouth	2	1	0	1	3	4	2
Coventry	2	0	1	1	1	2	1
Brentford	2	0	1	1	1	5	1
Norwich	2	0	1	1	2	3	1
Watford	2	0	1	1	4	5	1
Bristol R.	2	0	1	1	2	5	1
Clapton O.	1	0	0	1	2	4	0
Thames	2	0	0	2	0	7	0

Division III. (North).

	P.	W.	D.	L.	Goals F.	A.	Pts.
Rotherham	2	2	0	0	5	3	4
Halifax	2	2	0	0	6	1	4
Tranmere	2	2	0	0	5	1	4
Stockport	2	2	0	0	5	2	4
Chesterfield	2	2	0	0	5	3	4
Accrington	2	1	1	0	3	1	3
Southport	2	1	1	0	3	1	3
Wrexham	2	1	1	0	4	3	3
Lincoln	2	1	0	1	3	2	2
Hull	2	1	0	1	4	3	2
Darlington	2	1	0	1	4	4	2
Wigan	2	1	0	1	3	4	2
Gateshead	2	1	0	1	2	4	2
N. Brighton	2	1	0	1	2	3	2
Rochdale	2	1	0	1	7	7	2
Barrow	2	0	1	1	1	3	1
Doncaster	2	0	0	2	2	4	0
York	2	0	0	2	3	5	0
Carlisle	2	0	0	2	1	4	0
Hartlepools	2	0	0	2	1	5	0
Crewe	2	0	0	2	3	6	0
Nelson	2	0	0	2	4	7	0

SCOTTISH LEAGUE.

	P.	W.	D.	L.	Goals F.	A.	Pts.
Rangers	5	4	1	0	10	3	9
Hamilton	5	4	0	1	10	3	8
Celtic	4	3	0	1	17	6	6
Motherwell	4	2	2	0	9	5	6
Partick	4	3	0	1	8	6	6
Morton	4	2	1	1	10	5	5
Falkirk	4	2	1	1	12	10	5
Queen's Park	4	2	0	2	8	7	4
Dundee	4	2	0	2	5	5	4
Aberdeen	4	2	0	2	5	5	4
Cowdenbeath	4	2	0	2	8	8	4
Hearts	4	2	0	2	8	9	4
St. Mirren	4	2	0	2	4	6	4
Clyde	4	1	1	2	8	7	3
Leith	4	1	1	2	5	6	3
Kilmarnock	4	1	0	3	6	8	2
Ayr	4	0	2	2	6	11	2
Airdrie	4	1	0	3	5	13	2
Hibernians	4	0	1	3	2	10	1
East Fife	4	0	0	4	5	18	0

LOCAL COUNCIL.

A meeting of the Council will be held in the Association Offices, 4th floor, French Bank Buildings at 5.30 p.m. on Tuesday to receive applications for membership from Clubs, make Interport arrangements, discuss insurance of trophies, and consider any other business that may arise.

EXCHANGES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/3 3/4
Bank, on demand	1/3 3/4
Bank, 4 months' sight	1/3 7/8
Credits, 4 months' sight	1/4 7/16
Documentary, 4 months' sight	1/4 9/16
On Paris—	
On demand	812½
Credits, 4 months' sight	852½
On New York—	
On demand	31⅞
Credits, 60 days' sight	33
On Bombay—	
Wire	88½
On demand	88½
On Calcutta—	
Wire	88½
On demand	88½
On Singapore—	
On demand	56¾
On Manila—	
On demand	64¼
On Shanghai—	
On demand	Tls. 82½
Dollar	11¾% dis.
On Yokohama—	
On demand	64½
Sovereigns (Bank's buying rate)	1/4 3/8
Silver (per oz.)	16 7/16
Bar Silver in Hong Kong	3% dis. nom.
Copper Cash	Nominal.
Copper Cents	3% prem.
Rate of Native Interest	3½% p.a.
Chinese Sub. Coin	22¾% dis.
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES

Rugby, Yesterday.

Paris	123.775
New York	4.86⅝
Brussels	34.845
Geneva	25.04
Milan	92.90
Berlin	20.39
Stockholm	18.10
Copenhagen	18.16
Oslo	18.165
Vienna	34.425
Prague	164
Helsingfors	193⅜
Madrid	45.90
Lisbon	108.25
Athens	375
Bucharest	815
Rio	4 25/32
Buenos Aires	36⅛
Bombay	1/5 ¾
Shanghai	1/6⅞
Hong Kong	1/3 3/16
Yokohama	2/0 ⅜
Silver Spot & Forward	16 7/16

—British Wireless Service.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 4th Sept., 1930.

STOCK	Buyers	Sellers	Sales	Nom.	Fin. Year	Last dividend and when paid	
Banks.							
Hong Kong Bank	$ 1405	...	1510	...	Dec.	Interim £4 a/c 1930 ex. 1/8½ = $46.45	
Chartered Bank	£ ...	...	...	16½	Dec.	Final 7/- bonus 6/3 free 1/Tax a/c 1929	Aug. 11, 30
Mercantile Bk., A&B	£ ...	...	...	27	Dec.		Apr. 2, 30
" C.	£ ...	...	...	12½	Dec.	Int. 20/- " 8/- a/c 1930 less 1/Tax	Pending
Bank of Asia	$ ...	...	...	121	Dec.	$3 for 1929	Feb. 28, 30
Insurances.							
Canton Ins.	$ 370	...	...	...	Dec.	Final $27 for 1929 Interim $18 a/c 1930 = $45	May 16, 30
Union Ins.	$ 445	...	450	...	Dec.	Final 30/- for 1929 Interim 24/- a/c 1930 = $42	May 30, 30
China Underwriters	$ 2.80	2.90	...	...	Dec.	None	...
China Fire Ins.	$ 400	...	...	...	Dec.	Final $9 bonus $6 for 1929 Interim $3 a/c 1930 = $18	May 30, 30
H. K. Fire Ins.	$ 990	...	...	...	Dec.	$47 for 1929	Mar. 26, 30
Shipping.							
Douglases	$ 28½	...	...	...	Dec.	Last dividend for 1924	...
H. K. Steamboats	$ 25½	...	...	...	Dec.	$1.50 for 1929	Mar. 4, 30
Indo-China (Pref.)	$ ...	...	...	43	Dec.	12/- ex. 2/4 on preferred for 1924 and 1925	June 19, 29
" (Def.)	$ ...	...	...	10		Last dividend for 1921	...
Shell Transports	£/- ...	...	...	91/3	Dec.	Fin. 3/- Coupon No. 86 free 1/Tax for 1929	July 8, 30
Union Waterboats	$ ...	...	...	92	Dec.	$1.50 for 1929	Mar. 10, 30
Mining.							
Benguets	$ ...	...	...	8½	Dec.	Interim 15 centavos a/c 1930	Apr. — 30
Kailan Mining Ad.	£/- ...	...	...	30/-	June	Interim 1/- free 1/Tax Coupon No. 37 year 30-6-30	June — 30
Langkat	Tls. ...	...	...	8½	Oct.	T. 0.50 for year 31-10-29	May 8, 30
S'hai Exploration	Tls. 1.30	...	...	...	Dec.	None	...
" Loans	Tls. 3½	...	...	...	Dec.	Interim T. 0.25 a/c 1930	July 1, 30
Raubs	$ 23	...	23	...	Mar.	First interim 1/- a/c year 30-3-31	Sep. 26, 30
Tronoh Mines	£/- ...	...	...	...	Dec.	Interim 4½d. less tax	Mar. 31, 30
Docks, Wharves, Godowns, &c.							
H. K. & K. Wharves	$ ...	105	...	...	Dec.	$9 for 1929	Mar. 18, 30
H. K. & W. Docks	$ ...	38½	...	...	Dec.	Last dividend for 1924	...
China Providents	$ 5.05	5.20	5.10	...	Dec.	Last dividend for 1924	...
Hongkews	Tls. 260	...	...	...	Dec.	Interim T. 3 a/c 1930	Pending
N. Engineerings	Tls. ...	...	...	7½	Dec.	T. 0.50 for 1929	Feb. 25, 30
Shanghai Docks	Tls. ...	...	...	116	Apr.	T. 7 for year 30-4-30	July 30, 30
Lands, Hotels & Buildings.							
H. K. & S. Hotels	$ 10½	...	...	...	Dec.	50 cents for 1929	Apr. 7, 30
H.K. Lands C/R	$ ...	79	78½	...			
" X/R	$ ...	...	...	75	Dec.	Interim $2 a/c 1930	Aug. 8, 30
" Rights	$ 13½	...	...	...			
Shanghai Lands	Tls. 300	...	...	...	Dec.	Interim T. 8 a/c 1930	July 31, 30
Humphreys	$ ...	16	...	...	Dec.	80 cents for 1929	May 7, 30
H. K. Realties	$ ...	9.95	...	...	Dec.	Interim 30 cents a/c 1930	Sep. 4, 30
Chinese Estates	$ ...	...	...	87	Feb.	$5 for year 28-2-30	July 21, 30
Cotton Mills.							
Ewo Cottons	Tls. 12	...	...	...	Dec.	Final T. 2 a/c 1929	Mar. 17, 30
Shanghai Cotton	Tls. ...	...	...	82	Apr. and Oct.	T. 3.25 old for half year T. 2.45 new 30-4-30	May 29, 30
Zoong Sings	Tls. ...	...	...	93	June	T. 1.60 for year 30-6-29	Oct. 11, 29
Public Utilities.							
H. K. Tramways	$ 18.10	...	...	...	Dec.	Interim 40 cents a/c 1930	Aug. 27, 30
Peak Trams (old)	$ 18	...	...	...	Apr.	$30 cts. on old for year	
" (new)	$ 5.80	...	...	...		40 cts on new 30-4-30	June 16, 30
Star Ferries	$ ...	...	...	84	Dec.	$4 for 1929	Feb. 14, 30
China Light (old)	$ 24.20	...	24	...	Sept.	Int. 25 cts. a/c yr. 30-9-30	May 12, 30
" (new)	$ ...	...	...	19½			
H. K. Electrics	$ 77½	78	78	...	Dec.	$2.50 for 1929	Mar. 12, 30
Macao "	$ ...	...	...	23	Dec.		...
Sandakan Lights	$ ...	...	...	11½	June	None	...
H.K. Tels. fully paid	$ 35	...	...	...	Dec.	Int. 40 cents 10 cents a/c 1930	Aug. 1, 30
" part paid	$ ...	...	...	28½			
China Buses	Tls. 19½	...	...	...	Dec.	T. 0.90 for 1929	Feb. 25, 30
S'poreTractions(Ord.)	s/- ...	10/-	...	...	Sept.	1/4½ on preference shares Subject to income tax	Feb. 6, 30
" (Pref.)	s/- ...	...	...	10/-			
Industrials.							
China Sugars	$ ...	...	1½	...	...	In Liquidation.	...
Malabon Sugars	$ ...	...	...	27	Dec.	Fn. 3 for 1929	Apr. 11, 29
Cald: Macg. Ord.	Tls. ...	...	...	10½	Dec.	T. 0.60 F. 0.40 7 months 1929	Apr. 30, 30
" Pref.	Tls. ...	...	...	10.40			
Canton Ices	$ ...	...	...	3	July	None	...
Cements (com.)	$ 17.60	17.80	...	...			
" (old)	$ ...	...	...	12	Dec.	30 cents on old 04 cents on new for 1929	Mar. 19, 30
" (new)	$ ...	...	...	5½			
H. K. Ropes	$ ...	11½	(11½)	30	Dec.	Last dividend for 1924	...
United Asbestos	$ ...	...	...	5	...	...	...
Stories, &c.							
Dairy Farms	$ ...	26½	26½	...	Dec.	$1.60 for 1929	Mar. 14, 30
Watsons	$ ...	...	...	11.95	Oct.	70 cents for year 31-10-29	Mar. 31, 30
Def A Wings	$ 1	...	...	...		...	...
Lane Crawfords	$ ...	...	...	2½	Feb.	Last dividend for year 28-2-29	...
Mackintoshs	$ 19	...	...	...	Feb.	$2 for year 28-2-29	May 15, 30
Sinceres	$ ...	...	...	11.60	...	...	...
Wm. Powells	$ ...	...	...	2.85	Feb.	25 cents for year 28-2-29	June 16, 29
Miscellaneous.							
H.K. Amusement	$ ...	...	...	26	Mar.	$2.50 on Preferred $1.50 on Deferred 31-8-29	July 25, 29
Ch. Entertainment	$ ...	...	...	10	...	...	...
H. K. Constructions	$ ...	1.85	...	...	Dec.	None	...
B. Ind. G.$ Bonds	...	...	...	62%	...		...
H. K. Govt. Loans	$ 6%	Prem.	...	...	...	Interest half yearly	...

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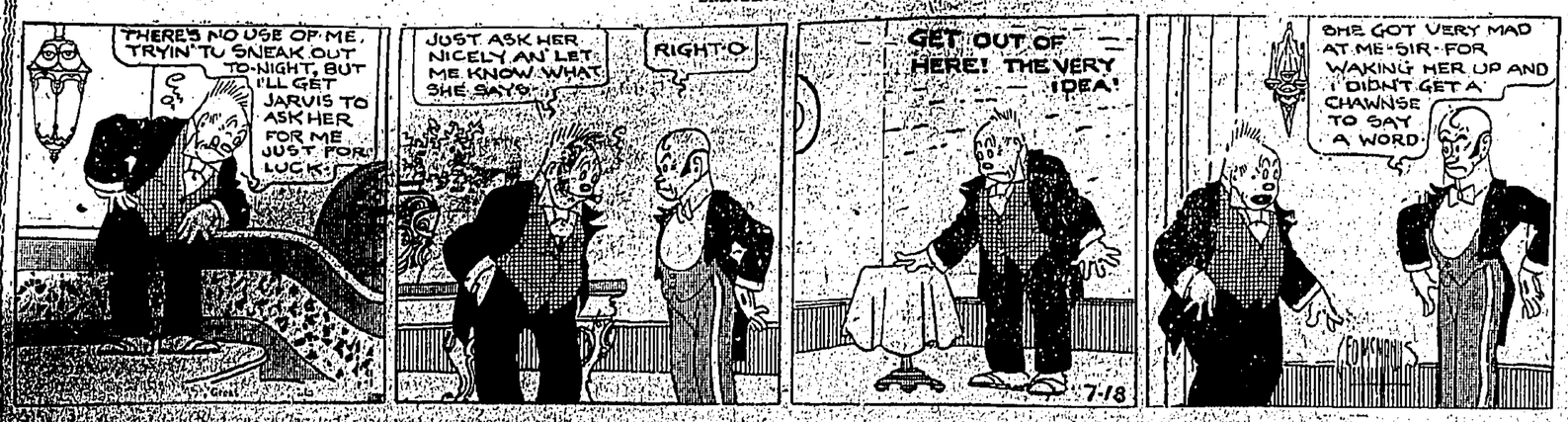
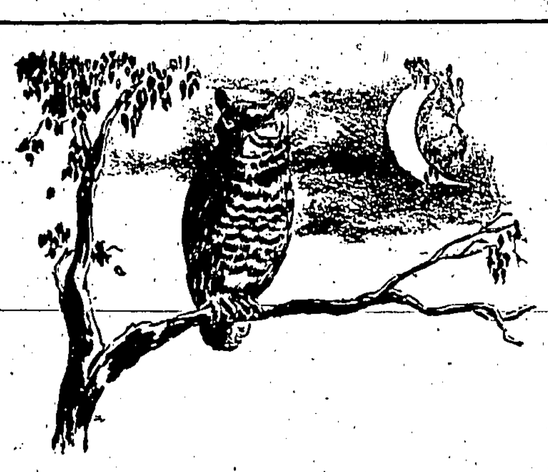
BRINGING UP FATHER



MOTORISTS THIS IS YOUR PAGE



HOODWINKING the public is a favourite pastime indulged in by many a trusted merchant. If this were not true, why is it that so many consumers shift from one merchant to another?

A motorcar owner, for instance, finds what he considers a satisfactory motorcar engine lubricating oil, which he buys in small quantities as required. Knowing full well that even the experienced eye of an oil manufacturer can not tell the difference in quality of lubricants similar in colour, what is to prevent the sale of a lower quality motorcar engine lubricating oil at the same price charged for a higher quality, and consequently dearer lubricant?

Greed is at the bottom of unscrupulousness. People are in business to make money. Many are they who do not care a whit what they give in return for money received, so long as there is a profit — future is entirely lost sight of.

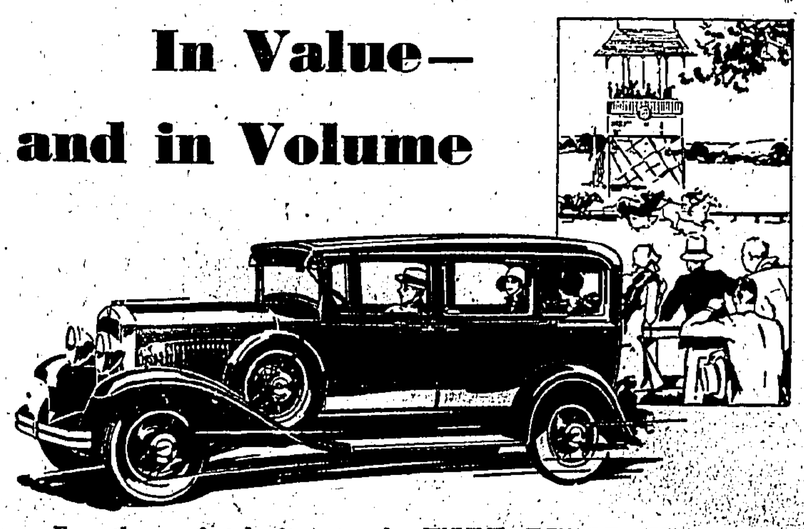
Cheap competition — cut throat tactics, if you please — is gradually driving quality to the wall, and the very people who go about with the idea in mind that there must be somebody somewhere who will sell for a little less, are those who are responsible for the low quality "just as good as Mobiloil" lubricants being sold to-day at fancy prices.

The sealed, lithographed Mobiloil tin is your protection against Fraud. If the seal is intact the tin contains genuine Gargoyle Mobiloil — recognised by over six hundred motorcar engine manufacturers as the most efficient and economical lubricant yet produced.

Vacuum Oil Company

A RECORD-BREAKER

In Value— and in Volume



... From the very first day it appeared the De Soto Six has enjoyed enthusiastic public preference. Admiring its smartness, impressed by its quality, thrilled by its performance, owners everywhere pronounce the De Soto Six a sensational motor car. On the wings of this widespread prestige, De Soto Six sped to a top place in its field. The success of this car indicates the wisdom of inspecting it and driving it, for in no other way can you appreciate its unusual quality and value.

WITH THESE FEATURES

Chrysler-designed, larger high-compression engines, using ordinary grades of fuel.

Self-equalising internal-expanding four-wheel weatherproof hydraulic brakes.

Full-pressure lubrication—rubber engine mountings—counterweighted crankshaft—camshaft driven by silent chain—semi-automatic spark control—four hydraulic shock absorbers—fuel filter—air cleaner.

DE SOTO SIX

CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.

484-486, QUEEN'S ROAD, WEST.

TEL. 2[illegible]

GREAT RACE.

Griebenow Declared the Winner.

MOBILOIL USED.

Johannesburg, June 1.

The Durban - Johannesburg Road Race was won yesterday by W. D. Griebenow (Sunbeam) in the fastest time of 8 hours, 28 minutes, 28 seconds, and he failed to beat last year's A.J.S. record by 20 minutes. Rain was encountered from Volksrust to Johannesburg, and this not only had the effect of slowing up the riders, but made conditions unpleasant for the big crowd at the finishing post.

Actually the first man to cross the line was A. B. Browne, but he was disqualified for having no silencer on his D.K.W. Only 30 riders out of 86 starters finished.

A cheer from the throats of some 8,000 or 9,000 heralded the approach of the first man "home" Race at the City Deep yesterday, in the Durban-Johannesburg Road when A. B. Browne, riding his little D.K.W., crossed the finishing line. His truly remarkable ride of over 400 miles had been accomplished in the record time for a two-stroke, of 9 hours 9 minutes, 26 seconds. Browne, however, had been disqualified at Newcastle owing to the fact that he had transgressed the Competition Rules, by starting from Durban without a silencer.

Browne had arrived at Newcastle twenty-three minutes ahead of the second man, I. H. R. Scott (James), and he left Newcastle yesterday morning at his scheduled time under protest, to complete the race. His ride was particularly brilliant on such a light machine, and his performance was all the more notable since after his departure from Volksrust he had several more miles per hour in hand but refrained from using them owing to the muddy nature of the road.

Of ninety competitors, four of whom were non-starters, only thirty completed the course. The road this year proved to be one of the most strenuous tests that any entrant or machine has had to endure since the famous "Snow Race" of 1920. The surface was very treacherous, and good stretches enticed riders to open their throttles, only to be confronted by potholes of great depth, which caused disaster in many cases. Frames, forks and wheels all suffered from the rough stretches of road.

Soon after noon W. D. Griebenow (493 o.h.v. Sunbeam) roared up the finishing straight at the City Deep to clock in the winner, having covered the distance from Newcastle to Johannesburg in 3 hours, 36 minutes, 57 seconds, averaging approximately 50 miles an hour for the 180 miles. Griebenow had averaged over 47 miles an hour for the total distance from Mayville, Durban, to the City Deep. When Griebenow demounted the crowd's cheers knew no bounds. His total running time was 8 hours, 28 minutes, 28 seconds, which was the fastest time of the race. The chief components of his Sunbeam were an Amal carburettor, Dunlop tyres, Lodge plugs, M.L. magneto, Reynolds chains, and he had achieved the first position with the aid of Pegasus petrol and Mobiloil.

Over 22 minutes separated Griebenow and the second man, H. G. Adams, who was riding a 499 o.h.v. Rudge Whitworth. Adams and Griebenow had left Durban together, and had battled together over many stretches for first place, and it had been a "fight to a finish." Adams looked in particularly bright spirits, and joined in as an eager spectator to watch the others come in.

Rain had fallen over the Transvaal section of the course, and had not improved the condition of the road. All the competitors experienced a number of skids over the slippery surface after passing Volksrust, and it became necessary to proceed carefully.

Adams's equipment consisted of an Amal two-float carburettor, an M.L. magneto, Coventry chains, Dunlop tyres, Lodge Plugs, Shell petrol and Castrol oil.

The third man, W. R. Harris, astride a 488 o.h.v. Royal Enfield, clocked in at the finishing control at 12 hours, 45 minutes, 47 seconds, giving him a running time of 8 hours, 49 minutes, 24 seconds. He reported a clean run throughout the race, B. D. B. Kingsey, who was riding a 250 o.h.v. B.S.A., arrived fourth. Kinsey had gained two places between Newcastle and Johannesburg.

Other riders came in at regular intervals, and some amusement was caused when five appeared in a bunch, with S. S. Flook and F. A. R. Zurcher, both mounted on Douglas machines, battling for honours. A fraction of a section separated them, and the other three of the quintette turned out to be men who had fallen out of the race. Anyhow, the effect was good and pleased the crowd mightily.

The race was marred by three bad crashes, all in the first portion of the race between Durban and Newcastle. The riders involved were: J. H. Arundel, who injured his leg; T. H. E. Passmore, who suffered severe head and face injuries; and L. H. Iggulden, who was also injured about the head. All three were reported to be progressing favourably. Izzy Norman had a narrow escape when his front fork shackles broke near Estcourt and his front wheel assumed a course of its own. The rider was shaken, but effected a temporary repair at Estcourt.

In spite of a treacherous surface practically throughout the second day's race from Newcastle, no serious crashes were reported, but all the riders were badly handicapped by the slippery surface.

Zurcher, the veteran of the ace, who came in ninth, has now ridden over 4,000 miles at speed in Durban-Johannesburg races. He has competed regularly since the early days and collected his tenth gold medal yesterday.

A significant feature of this year's race is that it was more or less a battle between the back-markers; once Browne had been eliminated and I. H. R. Scott had suffered a crash near Volksrust. Ted Murray rode a splendid race on his little Francis-Barnett. He broke his saddle springs in the early stages, and was constantly bouncing on to the back wheel.

"NOT A KNOT."

Slogan of Lincoln Makers.

"There's 'not a knot' in the whole Lincoln body shop," is the slogan which most impresses visitors to the body manufacturing plant of the Lincoln Motor Company.

High piles of the finest grades of selected woods, kiln-dried and stored in normal conditions of temperature and humidity, attest to the aptness of the slogan, for a close inspection of the lumber stock fails to disclose a single knot in the clear straight-grained timber destined to be fashioned into the rugged structures of Lincoln bodies.

Among the vast resources of the Ford Motor Company which are at the call of the engineers in building a motor car as sturdy and as comfortable as the Lincoln are the great Ford timber lands in Northern Michigan, from which the wood which goes into the Lincoln bodies is obtained.

From the annual production of these 500,000 acres of forests, all lumbered through scientific forestration, only the best grades of tough texture white ash and northern yellow birch are selected for the Lincoln bodies. After being carefully kiln-fired to an ideal moisture content the timber is cut into rough shaped billets and shipped to the Lincoln body plant.

Whole batteries of saws, facers, planers, shapers, routers, boring machines and other devices are required to fashion the rough billets into the precisely cut parts which go to make up the strong Lincoln body. The number of operations necessary to finish a part range from five to 52, the average being 18 operations per part. Carefully constructed patterns, built by Lincoln master wood workers, are employed, thus insuring in each body the absolute uniformality of detail needed so that the entire body structure will be strongly knot together.

This continuous insistence upon the utmost in quality of material and the most precise methods of manufacture is one of the contributing factors to the safe comfort, long life and silence of the Lincoln motor car body.

LUXURY COACH.

"Drawing Rooms" on Wheels.

"Motoring for the many" is the slogan of the motor coach companies this year in Great Britain. New and up-to-date vehicles have been purchased by many firms and arrangements have been made for road tours not only in Britain but on the Continent and even in parts of the Near East.

"Our policy is to provide fast, cheap and comfortable travel for everybody. Private car comfort at bus cost is what we aim at," said an official of a large coaching combine recently. "We expect to be running about 1,500 coaches each day during the summer week-ends and about 600 on weekdays to all parts of Britain. This will mean an increase of nearly 50 per cent. in the number of coaches over last year and all our new vehicles have been ordered from British factories. Last year we carried over a million passengers; we expect to exceed a million and a half this season."

A member of one of the firms who are organising tours in Palestine, Northern Africa and the Continent described some of the luxury fitments that British designers have been keeping secret during the winter.

"Nothing has been spared to increase comfort," he said. "The seating accommodation consists of beautifully upholstered armchairs, each fitted with head and arm rests, while in front is a small folding table equipped with ash tray and electric reading lamp. A special fastening is within easy reach so that the windows can be opened or closed at will or the silk blinds drawn. Heavy pile carpets cover the floor, while ingeniously fitted at the back of the coach is either a buffet, where afternoon tea is made, or a cocktail bar. Toilet and lavatory accommodation are also provided." Smooth six-cylinder sleeve valve engines of 100 h.p. propel these "drawing rooms" on wheels and special steel springs, shock absorbers and balloon tyres are proof against the roughest roads.

"Commercial vehicle manufacturers are working at top pressure to supply the numerous orders they have received," said a prominent distributor. "It is estimated that the production of British factories has increased by about 12,000 vehicles. Orders are coming not only from this country, but from all over the world. British designers have made unprecedented progress during the last three or four years and our vehicles have earned a reputation for strength and reliability particularly in the Dominions and South America. The result is an industry that is flourishing and steadily developing."

ALBIONS IN AFRICA.

Mr. W. S. Godfrey, the Road Transport Motor Officer of the Kenya Uganda Railway, recently paid a visit to the works of the Albion Motor Car., Ltd., of Glasgow. In conversation there, he brought up a number of interesting points. He had found the Service Department of the Albion Company outstandingly efficient. During seven years' experience in charge of an immense fleet of vehicles, he had never had a single wrong part supplied against his indent, a fact for which considerable credit must be given to the clearness and simplicity of the spare parts lists supplied by the Albion Company. Incidentally Mr. Godfrey also stated that he found that the Glasgow built bodywork on the Albion vehicles was standing up remarkably well under tropical conditions.

In a recent letter received by the Company from the Cape Electric Tramways, who operate a fleet of Albion buses a remarkable tribute was paid to the service given by the Albion machines in Capetown. The undernoted extracts from the letter give some idea of the satisfaction that has been obtained.

"The fleet of 20 Albion buses commenced running in January, 1927.

"In its present state the Albion engine and chassis is as perfect as possible under present day practice. The wear in all parts is very uniform and the accessibility of the parts is very pronounced, repairs being effected in 33 per cent. less time than is taken in other well-known makes of vehicles.

"The total mileage of the whole fleet to date is 3,079,363, or an average of 153,968 miles.

"The records of the whole fleet from January 1 to December, 1929, are as follows:—

"Total mileage 1,134,144, an average each per annum of 56,705 miles.

"Average petrol consumption, 8.1 m.p.g.

"Maximum on fairly level routes, 9.28 m.p.g.

"Minimum, 6.48 m.p.g., on hilly routes.

"Maximum mileage covered by any one bus was 64,770—minimum 34,035.

"The buses are fairly light on tyres averaging 36,098 miles per tyre including defective and damaged tyres."

THE NEW

AIR-FLIGHT

PRINCIPLE TIRES BY

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means more

mileage

OBTAINABLE AT ALL GARAGES UPON REQUEST.

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HENRY FORD GIVES EUROPE A SHOCK

Higher Wages Mean Lower Costs.

HOW WORKERS REACT.

German manufacturers were astonished to learn recently that the German Ford Company, although it is only a year old and although it pays extraordinarily high wages, already shows a large profit on its operations.

At about the same time Henry Ford himself startled British business men with the unorthodox suggestion that the way to cure Britain's trade depression and unemployment was to pay higher wages.

Shortly before this the British Ford Company had issued a statement asserting that the application of this and other Ford principles in the Ford plants in a dozen European countries had shown that the European workman responded exactly like the American workman, and that costs of production consequently were reduced.

Few Americans have made such an impression upon Europe since the War as has Henry Ford, says Harold Callender, by whom the article from which quotations are being now made was written for the New York Times.

His personality, his economic tenets and his achievements are almost as well-known in London, Paris, Berlin and Moscow as they are in his native country. Capitalist and Communist alike have striven to profit by his methods. If some in Western Europe see in "Fordism"—as it is called on the Continent—the solution of their economic difficulties, Soviet Russia relies to a considerable extent upon Ford tractors and the Ford type of management for the success of its five-year reconstruction plan.

Ford A Great Symbol.

To Europeans Ford is a symbol of a sort of second industrial revolution, which has created in America within a few decades a strangely un-European type of society and which might conceivably—the possiblity makes many Europeans shudder—do somewhat the same thing to Europe.

He is regarded as personifying the America of to-day somewhat as Gandhi may be said to personify Young India and Lenin revolutionary Russia. For many Europeans picture America as a gigantic Ford factory in which everything is ruthlessly subordinated to an incredibly rapid and yet ever accelerating process of mass production, which necessitates in turn a similarly stimulated and correspondingly enlarging mass consumption.

Europe and "Fordism".

While Henry Ford has some ardent imitators and supporters in Europe, there are many who question both the practicability and the desirablity of the application of "Fordism" to Europe's industries.

There are some, even, who say that the European Ford companies, backed by the vast resources of the American parent organisation, are seeking to establish wage standards which their European competitors cannot meet, and that American mass production offers simply the prospect of the subjection of Europe by American capital and enterprise.

This thesis has been advanced in many quarters, notably in recent issues of La Revue des Vivants in an elaborate series of articles entitled, "The United States Buys Up Europe."

So Europe is sharply divided on the question of "Fordising." There is a pro-Ford Europe and an anti-Ford Europe—using these terms in application not to the Ford companies but to the principles of mass production which are essentially American and which Ford is taken to typify.

Though numerous manufacturers, principally, of course, in the automobile and allied industries, have more or less completely and more or less successfully adapted Ford methods to their plants, the best examples in Europe of pure and unadulterated "Fordism" are the factory assembling plants of the Ford companies in twelve European countries.

These may be called, in a sense, European establishments; for, while a majority of the capital, some of the material used and all of the methods are American, the managers and workmen are Europeans.

The German Ford Company.

When the German Ford Company was organised slightly more than a year ago, Ford cars made up 6½ per cent. of the registered automobiles in Germany; to-day they make up 20 per cent. The Ford Company produces about 1,000 cars and trucks a month—12,000 during the last year—and when the Cologne plant is completed this rate is expected to rise.

It is said that about 70 per cent. of the selling price of each car remains in Germany and that soon the German company will dispense with American parts and turn out an entirely German-made product. The wages it pays are about twice those paid for similar work in other German factories, yet the company prospers.

The Germans, who appreciate technical achievements, have been deeply impressed by this performance.

More Work For Higher Pay.

Most impressive of all—from the broader point of view of mass-production principles as they may affect Europe's future—is the recent statement of Sir Percival Perry, chairman of the Ford Motor Company, Ltd., the English concern.

To a meeting of the company's shareholders he said that careful studies of the costs of production, carried on over many months in the twelve different European countries where there are Ford plants, showed conclusively that the European workman reacted to the forty-hour week and high wages precisely as the American workman did—that under Ford methods European workers actually surpassed American.

The workers to whom he referred were Englishmen, Irishmen, Dutchmen, Frenchmen, Belgians, Danes Germans, Italians, Spaniards, Swedes, Finns and Turks, each group labouring in its native land and using the same tools under the same factory conditions.

Climate and social environment differed enormously, as did the previous experience of the men concerned. But the methods by which their work was organised were exactly the same, and the results obtained from this application of "Fordism" under widely divergent circumstances were roughly identical, according to Sir Percival.

In Denmark, where wages are the highest in Europe, the production costs are the lowest. In Belgium, where the wages are lowest, the production costs are the highest; and when pay was increased in the Antwerp plant, the cost of production immediately dropped.

A Manchester Experience.

The experience of the Manchester plant is enlightening as showing how the Ford companies have experimented in an effort to determine the right wage, finding that when they raised wages they reduced the cost of production.

In 1920 it required thirty-nine hours and seventeen minutes to turn out an equipped chassis in the Manchester works, and this process cost $21.48. In August of that year the pay was raised from 54 cents an hour to 66 cents an hour, and by March, 1921, the chassis was made in twenty-seven to twenty-eight hours at a cost of from $18.18 to $19.44.

In May, 1921, the wage was increased to 70 cents an hour, and by September the cost had dropped to $18.04 and the time for producing a chassis to twenty-five hours. Thus, when the wage was 54 cents the job cost $21.48, and when the wage rose to 70 cents the cost fell to $18.04. No changes were made in the work or its [illegible] everything remaining [illegible] cepting the [illegible]

countries may be taken as representative, they indicate that, as Sir Percival Perry put it, "The American workman is no miracle monger; neither is the British, Irish nor Continental artisan any inferior creature: given like conditions and treatment, workers in Europe actually beat their American cousins, as proved by the standard of our minute costs."

The Original Experiment.

Incidentally—a fact one has not seen mentioned in this connection—a great many of the workers who turn out about 7,500 cars a day in American Ford plants are Europeans of recent arrival, many of them previously unskilled. So it may be said that the original Ford experiment, which has proved such an extraordinary success, was carried out largely with European labour.

Hence, perhaps, it is not so inconceivable, after all, that a unified and tariffless Europe, with a domestic market comparable to America's, might go in successfully for "Fordism" and thereby achieve a standard of living as high as that in the United States. At any rate, there seems to be no reason to suppose that the [illegible] reluctance of [illegible] would prove an insuperable obstacle [illegible] at present it is true, [illegible] European workers are bitterly [illegible] Ford methods, partly because [illegible] a tradition of individual [illegible] and partly because Ford rules out the trade union.

ENJOY YOUR HOLIDAY TOURING THIS SUMMER ON

The Unapproachable Norton

REGD TRADE MARK

It will bring you to the choicest spots in the shortest possible time, with comfortable and safe riding.

Easy payment arranged

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SOLE AGENTS

FOR A RELIABLE OVERHAUL.

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CAR COOLER.

A Most Important Component.

While, of course, it is not true to say that cars will not run without radiators, it is certain that an overwhelming majority of engines are cooled by water rather than by air direct. I know full well there are just a few direct air-cooled engines, and the cars thus powered run so well and seem so entirely to escape heating troubles that one is tempted to ask why the rather costly and relatively fragile component known in Europe as the radiator and, more correctly, it seems to me, as the cooler in America, should be retained.

I do not propose to debate that particular problem, but rather to accept the conventional radiator as a recognised part of our cars. Its demise has often been threatened, but I venture to think that it will be a vial part of most cars' anatomies for very many years to come.

Quite a lot of people have a fair idea as to how a motor car is made, many are conversant with the mysteries of electrical equipment design and manufacture, but few, I believe, have any clear notion as to how radiators are constructed. They are elusive things; in the stores of any big car-making firm one generally finds them all complete and bright and smiling, but one seldom tracks them to the place of their birth. One just takes them for accomplished facts, as it were, and thinks no more about them, at all events till the radiator one happens to own springs a leak from some cause or other. Then one thinks a whole headful!

So it was with me until quite recently, but now I know how the part of the car which makes or mars its general appearance is built. I have seen it produced at the rate of two thousand a week, in a widish variety of shapes and sizes.

It came about like this. I was passing recently down the great shop at Cowley, thinking of nothing very special, when suddenly I came across a perfect wall of radiators. There must have been dozens, scores, perhaps hundreds of them. Each new and brilliant in its chromium coat, and carrying the wings and bull that distinguished the latest Morris cars. There were so many of these glittering and very attractive units that they just pulled me up short to look at them.

Where are they made?" I asked, and was told at the radiator branch, about three miles away on the Woodstock side of Oxford. "Would you like to see them made?""

Of course I would; and so we entered an Isis and fared forth.

The radiator branch, an offshoot, of the great and manifold activities controlled by Sir William Morris is growing fast. It is already big. It could not turn out two thousand radiators a week for Minors and Midgets, for Morris-Commercials, for M. G. Sports, for Morris taxis, for Cowleys and Oxfords and Isis—is the plural Isis or Isises?—to say nothing of Wolseleys, and test every single one before letting it forth on its active career, if the space were not very large. It is large, but in every way and every day it is getting larger and larger.

Radiator Ingredients.

It is soon very evident to anyone with eyes to see that the main ingredients required for motor radiator manufacture are (a) some rather simple, but powerful and accurate, presses, (b) a lot of brass, (c) a lot of solder, (d) a tremendous amount of water, and (e) a terrific nickel-plating and chronium-depositing machine or vat or plant or installation—call it what you will. The items (a), (b), (c) and (d) are all pretty simple, and almost anyone, fancying himself as a radiator maker, might be tempted to begin making his own instead of going to a specialist.

But exhibit (e), as they say in the courts, is the snag. That item is the most extraordinary, uncanny, almost human piece of mechanical ingenuity I have ever seen. Needless to say, it costs a great deal of money to buy and fit up, and it is not like some machinery which is costly at first but cheap to operate; it requires constant and very costly refilling with various chemicals day by day, and it uses an amount of electric current that makes a reduction or an increase of a farthing a unit a matter of very real concern.

Radiators consists of two main parts—the shell and the block. Each is made entirely on its own, and the two are not united until the conclusion of the making of each. Curiously enough, each component passes through a dozen major operations, and the life-story or, perhaps better, the birth-story of them runs as follows.

The shell we will take first. It begins life as a brass sheet. It is cut to shape, the shaped sheet is raised in a press, the flange on the raised sheet removed, the centre portion pierced out of the shell, a bonnet rest is formed, the shell is pickled, then polished, next nickel-plated, again polished, then chromium-plated, and finally polished once more. The shell is then ready to embrace the radiator block.

While this sequence of operations on the shell has been in process, the block, which is less attractive to the eye, is undergoing rather more spectacular processes. It starts life in the guise of big rolls of brass strip, about 3 ins, wide by 0.005 in. thick. The brass comes to Oxford in these rolls from the metal mills in Birmingham. The rolls are passed through crinklers, then the crinkled brass is planished, it is cut into correct length, seamed and packed into groups or sets. The sets are assembled in jigs, the front, back and ends are dipped in solder, the block is weighed—and must weigh in the close neighbourhood of 17lb. if for a Cowley and 25½lb. if for an Oxford Six—it has successive baths in six vats of water, then with top and bottom tanks attached, it is tested under water with air at a pressure of 10 lb. per sq. in., is painted, and finally assembled into its shell.

So precisely are all these operations carried out that there are but two points at which some little trouble may be experienced. First the block may be a trifle overweight owing to too deep immersion in the solder bath. If so, it is like a boxer in a championship fight, it must be returned to its training quarters, so to speak, and get rid of that extra weight. Too much solder may clog the cores of the radiator and make it get hot, just as too much "beef" on the boxer may similarly slow him up. This fault rarely happens, though now and again the block goes into the testing tank and spouts air when pressure is applied. The leak is immediately discernible and generally comes from an infinitesimally small hole near the edge of the block. It is soldered up, then and there, and re-immersed.

This, then, is a brief history of a radiator as made by a modern plant.

But the real lion of the establishment is the immense vat, or rather series of vats, through which passes every single article to be nickel plated, which is a necessary operation prior to chromium plating. These articles embrace such items besides radiator shells, as door handles, bonnet catches, radiator caps and badges.

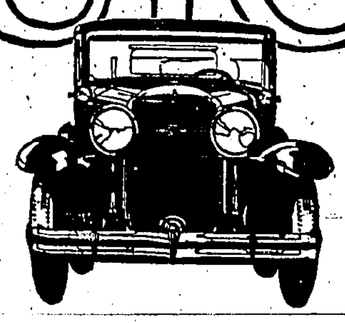
The great series of tanks are all arranged in a row as a whole, in that the parts treated start at one end and, after dips of varying duration in swimming bath after swimming bath, finally are plunged into the nickel vat. It is the biggest continuous plating plant in any motor manufacturing firm in this country. Those who are familiar with printing machinery will appreciate its size when I say that its external dimensions are approximately equal to three double-decker Hoe rotaries placed end to end. The items undergoing treatment are not touched by humans at any time during the trip, a cunning arrangement of synchronised pulleys, rollers, cams and chain picks them up and hands them on from tank to tank.

Concerning Temperatures.

The actual process of chromium plating I do not propose to touch upon. But it is interesting to record that great care is necessary to keep the chromium vat at a constant temperature, and trouble is experienced if the heat falls 2.5F. below or rises 2.5 F. above the proper figure. To attain this constancy, heat is maintained by means of steam-heated jackets to the vat, and coolness by flooding the cooling cavity surrounding the vats with cold water and reducing the steam. The vat is extremely sensitive to climatic variations. Thus very accurate and quick-recording thermometers must be employed and observed constantly, for in summertime the flooding is often needed urgently, while in winter the control of the steam heating has to be carefully watched.

It is worth noting that eminent authorities on chromium plating do not view the deposit on the natural metal—in this case brass—with favour. The part must be previously nickel plated, and very well and carefully plated, too, and after polishing, be chromium-plated on the nickel. Thus the best chromium finish must be more expensive than nickel plate. This is worth noting when a car like the Morris, which is sold at a highly competitive price, is considered, because it proves in a most conclusive manner that, although one pays so little comparatively with former years for such cars, one obtains not only more refinements, but deliberately expensive refinements. It is only by the use of large and costly apparatus, and by specialisation in manufacture, that these seemingly impossible values are given to motorists.—Maurice Sampson in the Autocar.

THE New BUICK



On March 10, 1930, Cecil Hawley, Director of Texaco National Road Reports, left New York for Los Angeles in a stock model Buick Roadster. He was back in New York on March 26, after travelling 10,243 miles in a total elapsed time of 16 days, 13 hours and 36 minutes. Every precaution was taken to observe all traffic rules and regulations. An average speed of 29.35 miles per hour was maintained. This was a business trip, testing the qualities of current model Buicks and the new Texaco Motor Oil. No attempt whatever was made to establish a record.

Five months later, Mr. Hawley again left New York on a round trip dash to Los Angeles (California) and return to New York. This time Mr. Hawley was driving a stock model 118" wheelbase Buick Coupe. Hawley's total time from New York to Los Angeles and return was five days, 21 hours and 44 minutes. This record is more than 17 hours faster than the swiftest trans-Continental Trains. The previous record held by Cannonball Baker, the famous cross-country driver, was broken by more than 15 hours. Mr. Hawley's stock model Buicks were fuelled and lubricated by the new and better Texaco gasoline and Texaco Golden motor oil.

Visit our show-room and talk to us about Buick and Marquette (Built by Buick) Motor Cars. You will be surprised to learn how economically you can acquire a Buick or Marquette on our liberal Hire-Purchase terms. See and drive them to-day.

114" Wheelbase Marquette Models .....G.$1,460 to G.$1,580
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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

1d. FOR HOSPITALS.

Plan to Make Motorists Help Upkeep.

The difficulties of the voluntary hospitals, which have to treat motoring accident cases, with little hope of financial recompense, came before the House of Commons recently during the debate on the report stage of the Road Traffic Bill.

One clause of that measure provides that an insurance claim covering third-party risks shall include an obligation to pay to the hospital which has treated a victim in a motor accident the cost of treatment up to £25.

Major Hills (Con., Ripon) moved the deletion of this provision on the ground that the method of assistance proposed was wrong in principle. His alternative proposal was that a penny or twopence should be added to the charges for every driving licence, and that the proceeds should be given to the hospitals. One penny, he computed, would produce £10,000 a year.

The Minister of Transport, Mr. Herbert Morrison, was willing to leave the decision to a free vote of the House, but ultimately, in face of considerable opposition, Major Hills withdrew his amendment.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

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DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 28644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
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MOTOR CYCLES.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.
B.S.A.—The Sincere Co., Ldt., Des Voeux Road. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

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ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56226.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., (York Bldgs. Tel. 22235.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
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The China Mail

Thursday, September 4, 1930.
Seventh Moon, 12th Day.

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HONG KONG, THURSDAY, SEPTEMBER 4, 1930.

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HAIR TONIC

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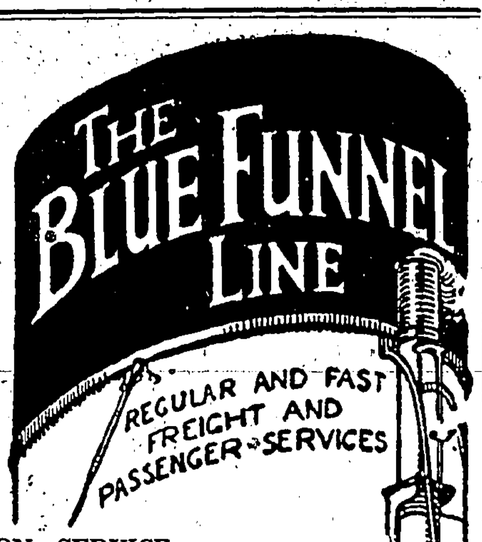

LONDON SERVICE.
†"MENELAUS" 10th Sept. M'lles, London, R'dam and H'burg
"PATROCLUS" 1st. Oct. M'lles, London, R'dam. & Glasgow
† Calls at Casablanca.

LIVERPOOL SERVICE.
"NELEUS" 5th Sept. 4 p.m. Havre Liverpool and Glasgow
"OANFA" 20th Sept. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.
(via KOBE & YOKOHAMA.)
"TEUCER" 12th Sept. For Victoria, Vancouver & Seattle
"IXION" 10th Oct. For Victoria, Vancouver & Seattle

NEW YORK SERVICE.
"MACHAON" Sails 10th Sept. For Davao, Cebu, Manila, New York, Boston & Baltimore via Suez

INWARD SERVICE.
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"PERSEUS" Due 11th Sept. For S'hai, Moji, Kobe, Yokohama Otaru and Vladivostock

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Daily at 2.15, 5.10, 7.15 & 9.20 p.m.

ALL TALKING — ALL SINGING — ALL DANCING
MUSIC, LAUGHTER, GAYETY!

New songs!
Catchy dances!
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Brilliant costumes!
A sparkling Broadway revue in full natural colours.

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Adapted from the Stage-Sensation "BURLESQUE"
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A Paramount Picture

GORGEOUS SCENES IN TECHNICOLOR
A SUPER-PRODUCTION AT POPULAR PRICES

NEXT CHANGE, WEDNESDAY SEPT. 10
You have seen and enjoyed
RUTH CHATTERTON
IN
"CHARMING SINNERS"
Now You will want to see her in
"THE DOCTOR'S SECRET"
Another tense and intriguing drama of London society with Thrills, Tears and Laughs!
From Sir James M. Barrie's famous stage play
"HALF AN HOUR."

Booking at Anderson's and at the Theatre (Telephone 25720).

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, Business Manager, at 8a, Wyndham Street, Hong Kong.

TRAGIC DEATH OF EARL'S GRANDSON.

Collapse of a Major in Folkestone.

WELL-KNOWN IN CHINA.

London, Yesterday.

It has not yet been decided to hold an inquest on Major Duncan Campbell, but it is unlikely, as the coroner, who is awaiting the result of the post mortem examination, is almost satisfied that death was due to natural causes.

Major Campbell, before going to Folkestone, consulted a London specialist, who anticipated the possibility of a sudden illness.

The First News.

Major Duncan Campbell, who reached England from Shanghai the middle of last month, is now lying unconscious in Folkestone Hospital.

It was reported this morning that he was losing strength, and his wife, who rushed from Scotland, reached the beside yesterday.

Major Campbell was found unconscious in the seafront gardens at Folkestone, on Sunday morning last. The Police have vainly endeavoured to find the reason, but it is believed that Major Campbell was suddenly taken ill and collapsed.

Later.

Major Duncan Campbell died this morning without regaining consciousness.

Condition When Found.

When found in the public gardens at Folkestone he was in evening dress and had a swelling over the right ear and a slight cut. His clothes were soaked, and obviously he had lain all night long. Eight pounds sterling and a gold cigarette case were in his pockets and two valuable rings on his fingers. Nothing in his possession had been touched.

He had been staying at Folkestone alone.

He was taken to hospital, where he was pronounced to be suffering from cerebral haemorrhage. All efforts to restore him to consciousness were fruitless.

It transpires that he went to Folkestone on medical advice.—Reuter.

[The late Major Campbell had been in Shanghai for about the past two years in connection with the management and racing of greyhounds there. He went Home on account of ill-health, taking with him the best wishes of many friends. Major Duncan Elidor Campbell, D.S.O., was the eldest son of Captain Hon. Alexander Francis Henry Campbell, who is the son of the 3rd Earl Cawdor. Major Campbell, who married the daughter of the 1st Lord Barnby, served in the European War with the Northumberland Hussars in France and Belgium in 1914-1915, and was afterwards on the Staff in France as D.A.Q.M.G.]

"SOCIALISM IN OUR TIME."

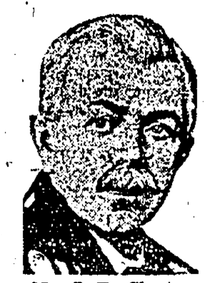
Home Secretary on the Future.

TRADE DISPUTES ACT.

Rugby, Yesterday.

About 30 intruders during the Trade Union Congress meeting at Nottingham to-day interrupted the proceedings when the Home Secretary, Mr. J. R. Clynes, rose to address the meeting. The interrupters, who were apparently Communists, were ultimately ejected but their demonstrations considerably delayed the proceedings.

In his speech Mr. Clynes said they did not get "Socialism in our time" in its complete form; they were getting it all the time in one degree or another but Socialists could only be made by argument and example. It was in that spirit that the Government had pursued its course, and they looked to the immediate future and a remote time ahead with the knowledge that things that were to last must be things of slow growth.



Mr. J. R. Clynes.

The Government were awaiting the opportunity to reverse the Trade Disputes Act, and they were committed to that attitude. It was the purpose of the present Government to give back to the Trade Unions the freedom of which they were deprived by Parliamentary action of Labour's opponents.

A Tumult.

London, Yesterday.

"Unemployed marchers" who secured an entrance to the gallery, interrupted Mr. J. R. Clynes when he began his speech at the Trade Union Congress at Nottingham to-day. They were removed singly, resisting, amid a tumult.

Mr. Clynes said he did not know whether we would get complete socialism in our time, but we were getting socialism all the time in one degree or another. It was impossible to have socialism as a scheme of life until there were millions more socialists in the country. It could not be imposed by force from the top.

Mr. Clynes added that the Government was awaiting an opportunity to reverse the Trade Disputes Act.—Reuter.

FRANCE EXCITED BY AIRMEN'S FEAT.

Despicable Trick by U.S. Souvenir Hunters.

FUSELAGE RIPPED OFF.

Paris, Yesterday.

Intense enthusiasm was displayed throughout the country at Costes and Bellonte's feat. Provincial towns like the Capital, were beflagged, and a salute of 17 guns was fired at Vichy.

Costes has been promoted to Major, and Bellonte given a commission.—Reuter.

New York, Yesterday.

It is announced that M. Codof, a friend of Costes, will fly the Question Mark to Paris when they have completed their flights to Dallas and Washington.

Fuselage Damaged.

Souvenir hunters ripped off a piece of the fuselage of Costes' 'plane. The damage may prevent the fliers from winning Easterbrook's prize.

Tiffin with President.

Later.

Inspection of the Question Mark shows that the souvenir hunters have not seriously injured the fabric. There is little doubt that Costes will proceed to Dallas and win the £5,000 prize. President Hoover is lunching with the airmen on Monday.—Reuter's American Service.

Earlier Cables.

New York, Yesterday.

Costes and Bellonte had a tumultuous welcome. The air was full of planes, and a crowd of 25,000 surrounded the tired airmen, slapping their backs and shaking their hands.

They were rescued by two mechanics, who carried them pick-a-back to the hangar, where they briefly broadcast, speaking in French.

Costes related how they struck dirty weather after passing Ireland, and were forced to fly higher than they wished. Later, they descended to a low pressure area, and found a tail wind, but subsequently the weather worsened.

Costes and Bellonte will fly to Dallas, Texas, on September 4, and thus qualify for the £5,000 prize recently offered by the millionaire, Colonel W. E. Easterwood.

Washington, Yesterday.

President Hoover has telegraphed to President Doumergue:

"France has established a glorious record. I hope that in the future many other of your citizens will come to us in this manner."—Reuter's American Service.

NEW ULTRA-VIOLET RAY.

Moscow, Yesterday.

The ice-breaker Sedov, which is engaged on a scientific expedition in the Arctic, has sent a wireless message stating that a scientist on board has discovered a new ultra-violet ray.—Reuter.

Take
YATREN 105
as a prophylactic against
DYSENTERY
Obtainable of all chemists.

POLA NEGRI in
"THE SECRET HOUR"
Another smashing heart story by the star-director combination responsible for "Barbed Wire." Jean Hersholt (a star supporting a star) and Kenneth Thomson head the cast of this intriguing tale of warm romance in the golden groves of California.
AT THE MAJSTIC TO-DAY TO SATURDAY. at 2.30, 5.30, 7.20 & 9.20 p.m.

AMUSEMENTS OF HONG KONG

BY POPULAR REQUEST.
THE RETURN OF THE SCREEN'S MASTERPIECE.
All TALKING SINGING DANCING
Dramatic Sensation
THE BROADWAY MELODY

AT THE QUEEN'S TO-DAY TO SATURDAY At 2.30, 5.10, 7.15 & 9.20.
NEXT CHANGE
THE MOVIETONE EXTRAVAGANZA
"LET'S GO PLACES"
A SINGING AND DANCING
WHIRL AROUND HOLLYWOOD.

The 3 PASSIONS
by Cosmo Hamilton
with
ALICE TERRY
INTERPRETER AT ALL PERFORMANCES.
AT THE WORLD TO-DAY TO SATURDAY AT 2.30, 5.15, 7.15 & 9.20.

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Scenario by Willis Goldbeck
Photography by John P. Seitz
From the famous novel by BLASCO IBANEZ
with ALICE TERRY ANTONIO MORENO

A Metro-Goldwyn PICTURE
AT THE STAR TO-DAY TO SATURDAY AT 5.30 & 9.20.